Recognized Authority on Connellsville Coke Trade.

The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

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Prices and Prospects.

HE SPOT COKE MARKET SHOWS NO PRESENT SIGNS OF WEAKENING

Fact, Impossible to Guess Limit Beyond Which it Cannot Go.

OUNDRY SALES AT $19.50

nd Even Higher, With Considerable Furnace Moving at $18; Contract Figures Nominally $12@$13, But No Disposition to Either Sell or Buy.

(Special to The Weekly Courier.)

PITTSBURG, July 21.—The spot ke market has advanced a shade in e past week. While the market n hardly be said to be "going rong" it certainly shows nothing e signs of weakening, and as it has ready passed beyond the bounds of obabilities it is impossible to make guess as to any limit beyond which cannot go. It is not a question of bility of consumers to pay high ices, for long ago the market passt beyond any regular relation with e selling price of iron. While sales pig iron have been made lately at $, there is iron being shipped on d contracts at $28.75 and of course $ coke has no relation with iron at y such price. Buyers of furnace ke now in the market are not purasing any large part of their reirements, but rather are picking up nall lots to enable them to work to tter advantage, and the average cost fall the coke consumed is only ightly increased. Thus one of the yers of late is an interest which akes by-product coke of its own, a relatively low cost, and also akes some Connellsville coke, but s seen fit to purchase additional onnellsville coke in the open arket.

Late last week sales of spot foundry coke at above $19, the quotation ven in this report of a week ago, came more numerous, and this week les at $19.50 have been almost as equent as sales at $19, although not volving as large a tonnage. There e occasional rumors of even more an $19.50 being paid.

In furnace coke there has been a nsiderable volume of business done $18.50, though $18, the quotation ven a week ago, has not disappeared. The price is made somewhat in cordance with the relations preously existing between buyer and ller, so that a consumer who has en in the market more or less gularly of late is likely to be able buy at a lower price than a ance comer in the market. Further an that, it appears that some conmers have been in the market without being able to pick up any coke all. In some of these cases the atter of price does not enter at all. ne seller remarks that there are rtain consumers to whom he would t sell coke at $25 a ton. The arket is now quotable approximately follows:

ot furnace	$18.00@$18.50
ot foundry	$19.00@$19.50
ontract fur. (nominal)	$12.00
ontract fdry. (nominal)	$12.00@$13.00

Quotations on contract coke given ove are based upon the last important transactions. At the present me there is no disposition on the rt of producers to sell on contract r is there any disposition on the rt of consumers to buy.

In some quarters it is felt that the ferings of spot coke are somewhat avier this week than a week or ten ys ago, but if so the heavier offerings have not operated to break the arket, or even entirely to arrest the lvance. There are some reports that ipments on contract have decreased, t it does not necessarily follow at this causes heavier offerings of ot coke. In many cases the operors, who offer spot coke are those ho have little if any contract tonage.

Car supplies in the Pittsburg coal strict have been materially better us far this week than for some time st, but the heavier car supply has t operated to depress the market, hich still lies within the limits of $10 $12 per net ton at mine, depending quality and commissions involved. r shortage is still the dominant fac, and in most quarters it is spoken as practically the only factor, yet ere are some good reasons for beeving that a rather moderate further ecrease in the car supply would unover an unwillingness on the part of e miners to produce any more coal. his would be a shortage of labor, t not a shortage of workmen, there ring no doubt that if offered full employment day after day the miners ould not put in full hours for any ngth of time. A crucial test of this titude has been furnished by the ver mines, where there is no transrtation disability, but where the outut recently decreased because the en began putting in shorter time, aving limits as to the amount of oney they wanted.

Sales of a few thousand tons each f Bessemer and basic pig iron have een made at $46, Valley, thus putting e market quotation up $1 a ton. oundry iron remains quotable at $45 ough there is little doubt that $46 ould be secured. The pig iron deand in the local market is for rompt deliveries only and there is very tle iron to be offered on account f the restricted shipping facilities of the furnaces. Not a few of the furnaces are piling pig iron and the narrowness of the market is illustrated by the fact that the quotable price advances with such a condition obtaining. As to late deliveries, the furnaces are making no effort to effect sales while consumers show supreme indifference. Apart from early deliveries, the pig iron market is altogether a waiting game between producers and consumers and it is altogether uncertain which side will have to act first. The market now stands quotable as follows:

Bessemer	$46.00
Basic	$46.00
Foundry	$45.00
Malleable	$45.00

These prices are f. o. b. Valley furnaces, freight to Pittsburg being $1.40.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Klondike and sometimes the Masontown district) to principal points for shipment are as follows, per net ton of 2,000 pounds, effective June 25, 1918:

Destination	Rate
Baltimore	$2.40
Buffalo	2.60
Canton	2.90
Chicago	3.30
Cleveland	2.20
Columbus	2.20
Detroit	2.90
E. St. Louis	3.80
Erie	2.20
Harrisburg	2.30
Joliet	3.30
Louisville	3.30
Milwaukee	3.20
New York	2.50
Philadelphia	2.30
Pittsburg	1.20
Port Henry, N. Y.	2.50
Port Maitland, Ont.	2.50
Pottstown	2.70
Reading	2.60
Richmond, Va. (B. & O.)	2.80
Richmond, Va. (P. R. R.)	3.00
South Bethlehem	2.80
Swedeland, Pa.	2.30
Toledo, O.	2.60
Wheeling	1.50
Valley Points	1.40

For Export.

From Connellsville District:	
Philadelphia (F. O. B. vessels)	$2.40
Baltimore (F. O. B. vessels)	2.10
From Latrobe District:	
Philadelphia (F. O. B. vessels)	2.20
Baltimore (F. O. B. vessels)	2.20

NO IMPROVEMENT IN CAR SUPPLY FOR STEEL MILLS IS OBSERVABLE

Interpretation of Coal Car Preference Order Has Not Produced Expected Results Thus Far.

(Special to The Weekly Courier.)

NEW YORK, July 21—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The iron and steel industry has been hoping for some relief in the matter of car supplies for shipping its product, by reason of the interpretation of the coal car preference order to exclude flat bottom gondolas under 35 inches high, inside measurement, but thus far no improvement has occurred, and shipping conditions at the mills and furnaces are on an average poorer than they were in June. Thus far the industry has been well enough supplied with fuel to enable it to make much more steel than it could ship, but the later order, No. 9, giving a special preference in cars for moving coal to public utilities, etc., may result in decreased coal supplies to the steel industry.

The production of steel, as steel, continues at approximately the June rate, but finishing operations are dwindling, so that more steel is accumulating in the semi-finished form. The common policy among the mills now is to put into finished form only the steel that can be shipped currently. Some of the steel made to customers' specifications now piled has no promise of being shipped in the near future, and may eventually prove embarrassing.

Except for a little pig iron buying here and there for late this year and early next year, the only pig iron market is the prompt market, and that shows an advancing tendency as deliveries are still harder to secure. The spectacle of prices advancing while furnaces pile iron is quite interesting.

Premiums for spot and prompt shipment of steel continue to diminish, while the prices of the large independents, for delivery in the nearby future, are rather firmly held. They are under little pressure by buyers, while the steel the mills have made to customers' orders but have been unable to ship is naturally a deterrent to price cutting.

The steel industry believes that financial conditions are sounder than a month or two ago, but cannot see the time near at hand when investors generally will be encouraged to take hold in large construction projects.

Buys Leesport Furnace.

Stephen Robinson, Jr., Philadelphia, has bought the Leesport, Pa., blast furnace and expects to begin operating about August 1.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING JULY 17, 1920.				WEEK ENDING JULY 10, 1920.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,727	13,537	5,190	91,030	18,727	13,539	5,188	87,770
Lower Connellsville	17,100	10,560	6,540	80,765	17,100	10,514	6,586	74,620
Totals	35,827	24,097	11,730	171,795	35,827	24,053	11,774	162,390
FURNACE OVENS.								
Connellsville	15,470	10,618	4,852	72,630	15,470	10,618	4,852	70,570
Lower Connellsville	6,986	2,971	4,015	29,085	6,986	3,039	3,947	27,750
Totals	22,456	13,589	8,867	101,715	22,456	13,657	8,799	98,320
MERCHANT OVENS.								
Connellsville	3,257	2,919	338	18,400	3,257	2,921	336	17,200
Lower Connellsville	10,114	7,589	2,525	51,680	10,114	7,475	2,639	46,870
Totals	13,371	10,508	2,863	70,080	13,371	10,396	2,975	64,070

OPEN-TOP CARS ARE ON RAILS OF FOREIGN ROADS, NOT OWN

Location on June 15 Shown By Summary of Commission on Car Service.

COAL CARRIERS STRIPPED

But Smaller Roads Had Excess of Cars; Some Up to 50 Per Cent Above Ownership; P. R. R. and B. & O. Had Within Close Margin Own Equipment

How the coal-carrying cars of the country were distributed June 15, just before the Interstate Commerce Commission put into effect its Service Order No. 7, what railroads had on their rails, undue allotment of such cars and what railroads had been deprived of them, are revealed in a summary as of that date, made public by the American Railroad Association Commission on Car Service, says the Washington Coal Review.

There are, the summary shows, 1,000,389 open-top cars in the United States, owned by the railroads in the various districts as follows:

In the Eastern district, 284,942; in the Allegheny district, 324,789; in the Pocahontas district, 86,071; in the Southern district, 106,976; and in the Northwestern district, 197,611.

The summary shows that, with a few exceptions, the chief coal carrying roads of the country had on their rails on that date only a fractional proportion of their open-top cars, and that the smaller roads and non-coal-carrying lines had an excess of cars on their rails.

For instance, in the East, the New England roads, owning 20,955 open-top cars, had on their lines 150.6 per cent of car ownership, or approximately 31,500 cars, 10,500 more cars than were owned by the eight railroads in question.

Group B of the eastern roads, including the New York Central, the Erie and the anthracite carriers, is credited with open-top car ownership of 156,796 cars. They had on their rails on the date in question 99.3 per cent of this number. However, one road, the New York Central, owning 58,795 cars, had 116.9 per cent of car ownership on its rails, or nearly 9,000 cars more than it owned. The Erie railroad, owning 24,469 open-top cars, had 123.4 per cent of car ownership on its rails. The Lehigh, with 20,379 cars, had 98.9 per cent.

Two of the big anthracite carriers, the Delaware & Hudson, and the D. L. & W., with car ownership of 13,475 cars and 11,583 cars respectively, had on their lines but 75.3 and 86.8 per cent of car ownership, respectively.

Group C of the eastern railroads, including the Big Four, the Hocking Valley, the P. & L. E. and 19 other railroads, with a total of 107,191 open-top cars, had on home rails 101.4 per cent of car ownership.

The Big Four, owning 13,989 open-top cars, had on rails 116.5 per cent of car ownership; the Hocking Valley, owning 11,658 open-top cars, had on its line but 78.1 per cent of its ownership, or approximately 2,500 cars less than it owned, and the P. & L. E., owning 27,927 open-top cars, reported but 71.7 per cent of car ownership on rails, or about 8,000 cars short of its actual ownership.

The eastern railroads in the three groups, named, including New England, had on their rails 103.8 per cent of open-top car ownership, or not far from 300,000 cars.

This contrasted with 88.5 per cent of open-top car ownership on home rails of railroads in the Allegheny district. These railroads, owning 324,780 open-top cars, were nearly 40,000 cars short on that date.

Included in the Allegheny district railroads are the Pennsylvania system, owning 172,933 open-top cars, and the Baltimore & Ohio, owning 61,857 open-top cars.

Pennsylvania lines had on their rails but 94.6 per cent of open-top car ownership—about 3,000 cars short—and the Baltimore & Ohio had 97.3 per cent of ownership, or about 2,000 cars short.

The Philadelphia & Reading, owning 32,437 open-top cars, reported on its rails 80.1 per cent of car ownership; the B. & L. E., owning 14,301 open-top cars, reported on its rails 43 per cent of ownership; the Buffalo & Susquehanna, owning 2,684 open-top cars, reported 48 per cent on its line of ownership, and the Western Maryland, owning 12,016 open-top cars, had on its rails less than one-half that number, or 42.3 per cent.

The three railroads in the Pocahontas district reported on home lines a total of only 56.3 per cent of open-top car ownership. These roads own 86,771 open-top cars. They had on hand June 15 approximately 46,000 cars, or nearly 40,000 cars less than their ownership.

YOUNGSTOWN STEEL COMPANIES GO INTO STEEL CAR BUILDING

Plant Costing $1,000,000 to Be Expanded by the Ultimate Expenditure of $5,000,000.

The Youngstown Sheet & Tube company and the Brier Hill Steel company have become largely interested in the Youngstown Steel Car company, it has been officially announced.

This concerted action by the big steel interests of Youngstown will create an outlet for a plate capacity greatly inflated by extraordinary war demands.

The shops of the car company are located at Niles, to which point the business was moved when it outgrew space and location in Youngstown. The Niles plant, now about completed, represents an investment of about $1,000,000 and will be used chiefly for repair work at present. It is intended later to erect additional works for building steel cars complete. Plans call for the erection ultimately of a plant to cost at least $5,000,000, with capacity for the manufacture of thousands of steel cars yearly and with a pay roll comparable to the other big concerns of the district.

The site of the plant includes more than 100 acres for yard and track needs and is connected with the Baltimore & Ohio, Erie and Pennsylvania railroads, as well as having access to the river.

The company was originally founded by Milliken & Boyd in 1881, and later sold by them to George T. Oliver of Pittsburg. Later it passed into the hands of the Wilkoffs, who, within the past year, sold the plant to the new company which has for its principal stockholders the Youngstown steel companies. The directors are A. E. Adams, George F. Alderdice, James A. Campbell, R. E. Cornelius, U. C. DeFord, L. B. McKelvey, Porter Pollock, William Wilkoff, D. J. Wilkiff and L. C. Wilkoff.

PRIORITY GIVEN COAL SHIPMENTS TO LAKE PORTS

Operators Will Be Required to Fill Orders as Specified; Affects Many Railroads.

WASHINGTON, July 21—Operators of bituminous mines in Western Pennsylvania, Ohio, West Virginia, Virginia, Kentucky and Tennessee must provide a winter stock of coal, for the northwest before filling orders for other sections. Acting under new emergency orders issued yesterday by the Interstate Commerce Commission the railroads serving mines in the states named not only will give priority in the movement of coal to the northwest but will give preference in the supply of cars for such shipments as well. The carriers also were directed to place an embargo on shipments to any other section should such shipments be offered by the operators. Under the orders the railroads will bend every effort to get 23,000,000 tons of coal, the estimated northwest requirement, to lake ports before the closing of navigation due to ice. To do this, it was estimated, more than 4,000 cars must be dumped daily at Lake Erie ports before November 1.

Under the commission orders, which become effective July 26, H. M. Griggs, manager of the Ore & Coal Exchange at Cleveland, is directed to determine the quantity of coal to be sent daily from each of the mines to Lake Erie ports for trans-shipment to the head of the lakes.

Coal Shortage at Head of Lakes.

To July 7, 964,737 tons of bituminous and 423,280 tons of anthracite coal, or a total of 1,388,017 tons, had been delivered at the head of the Lakes. This was a decrease of 2,347,565 tons in bituminous and 46,190 tons in anthracite, or a total decrease of 2,393,755 tons as compared with the same date last year.

RAILROAD LABOR BOARD ANNOUNCES WAGE INCREASES

Average is About 21 Per Cent; Will Add $600,000,000 to Payrolls.

WILL STAVE OFF STRIKE

Believed Men Will Stay in Line, at Least Until a Referendum Vote Can Be Taken; New Schedule Adds 21 Per Cent to Present Rate of Pay.

CHICAGO, July 20—Six hundred million dollars was added to the pay envelopes of the nation's 2,000,000 railroad workers today in the first award handed down by the new United States Railway Labor Board.

The award adds approximately 21 per cent to the present pay schedule. Railroad officials have declared that any pay increase awarded the men must be followed by a corresponding increase in rates and they plan, it is said, to file new tariffs as soon as they can be prepared.

Whether the award as given will stave off the threat of a general railroad strike remains to be seen. The leaders of practically every one of the 16 big railroad unions were present when Judge R. Barton, chairman of the board, handed down the decision. They left immediately to present the award to 1,000 general chairmen who had gathered here to pass on its acceptibility. The union presidents refused to make any comment before the meeting. The approximate terms of the decision had been known to them yesterday and they believed then the men would stay in line, at least until a referendum vote can be taken. Nearly a month will be needed for the referendum.

CHICAGO, July 20.—The United States Railway Labor Board today awarded the nearly 2,000,000 organized railway workers wage increases totaling $600,000,000.

The increase amounts to approximately 21 per cent of the present rates of pay.

The board assumes as the basis of this decision the award says, "the continuance in full force and effect of the rules, working conditions and agreement in force under the authority of the United States Railroad administration. The intent of this decision is that the named increase except as otherwise stated shall be added to the rates of compensation established by the United States Railroad administration."

The award is retroactive to May 1 of this year.

The decision of the board grants to the railroad workers approximately 60 per cent of the billion dollar increase which they sought.

Presidents of all the leading brotherhoods and representatives of the railroad managers were present when the decision was made public.

The increases follow:

Passenger service: engineers and motormen, firemen, helpers, 80 cents per day.

Freight service: engineers, firemen, helpers, $1.04 per day.

Yard service: engineers, firemen, helpers, 18 cents per hour.

Passenger service: conductors, ticket collectors, baggagemen, flagmen and brakemen, $30 per month.

Suburban service passenger employes $30 per month.

Freight service: conductors, flagmen and brakemen, $1.04 per day.

Superceding rates established by the railroad administration, the board fixed the following schedules:

Yard service: foremen, $6.96 per per day; helpers, $6.48; switch tenders, $5.04.

Hostler service: outside hostler, $6.24 per day; inside hostler, $5.60 per day; helpers, $5.04 per day.

The following increases were authorized for shop employes: supervising force, machinists, boiler makers, blacksmiths, sheet metal workers, electrical workers, power men, molders, cupola tenders and core makers including those with less than four years' experience, all crafts, 13 cents an hour. Regular apprentices, helpers all classes, 13 cents an hour. Car cleaners five cents an hour. Telegraphers, telephone operators, agents, towermen, levermen, tower and train

Continued on Page Two.

Production and Output

PRODUCTION TAKES AN UPWARD TURN IN ABSENCE OF HOLIDAYS

A Slight Improvement in the Average Car Supply Helps, Too.

MORE HOPEFUL FEELING

Prevails Now That the Award of the Railroad Labor Board Has Been Made; May Mark the Arrival of Long Sought Measures of Relief.

COKE TRADE SUMMARY.

Production of coke took an upward turn last week, helped in that direction by a slightly better average car supply and the absence of holidays. The gain of 9,400 tons did not accomplish much toward recouping the losses of the two weeks immediately preceding but it did serve the purpose of giving a reverse to the downward trend of the production curve.

If the disposition of the railroad wage scale by the Labor Board is followed by an acceptance of the award, and that in turn results in achieving all that has been hoped and expected, the coke trade has the impression that quite a decided change will presently take place in the situation. If the effect be to bring about only a small but progressive improvement in the car situation with respect to both percentage supplied and regularity of movement, the coke industry is due for decidedly larger production.

Coke prices keep in the high altitudes sustained by the insistent demands of consumers to whom a supply has become a matter of first consideration; price secondary. Foundry holds the altitude record at $19.50, although there are unofficial reports of still higher prices realized. Spot furnace keeps around $18.00 while $12.00 is the nominal figure on contracts but without any business being reported closed. Closing of certain piers has caused export coal to slump off but by-product still commands $11.00.

Under the stimulus of a slight improvement in average car supply, but more as the result of the absence of holidays, the production of coke took on an upward turn last week following two successive weeks of decreases. True, the net gain of 9,400 tons contributed only partially to recoup the loss incident to the Fourth of July slump, but it presented the encouraging feature of a reversion in the trend of the production curve. That this will continue an upward course there is now a more confident feeling than has prevailed at any time since the existing situation began to develop.

While there is no present assurance that the award of the Railroad Labor Board will be accepted in its entirety, or that the effect of the conclusion of this matter will do all that has been expected in the direction of infusing a new spirit and understanding into railway employes and employers, and that both will be stirred to a more lively sense of their obligations to the shipping public, there is earnest hopefulness, if not also fervent prayer, that one of the long sought measures of relief is about to be provided the transportation industry. If this expectation be realized, and no other obstacles are created to block the progress now seemingly under way, there is more or less quite definite promise that coke production will shortly begin to take forward steps in unison with greater activity in the related industries.

Such indications as are noticeable that the turning point is near at hand, if not already here, are perhaps only those evidenced by a somewhat general feeling in coke circles that the worst has been passed and such changes as will now take place must, perforce, be in the direction of improvement. But as in the past this will be dependent entirely upon the railroad situation. Every slight betterment in car supply will find instant reflex in the production of more coke just as the converse means a curtailment. Last week there was a gain of approximately three per cent in the average supply. This week the prospects are good that the gain will be as great if not slightly greater. If that condition can only be reached where the gain, even if small, is progressive rather than intermittent or alternate with slumps, then the region will be positioned to more adequately serve the coke consuming interests. Of course these are speculative contingencies but they serve the purpose of emphasizing the fact so frequently adverted to, that the coke supply will be precisely proportional to the percentage and regularity of car service, incoming and outgoing.

The placing of the ban on shipments to two important piers at tidewater has called a quick halt in the shipment of export coal except on permit. Price has fallen off in consequence but by-product coal holds to the $11.00 level. Placing Lake coal on the preferential list with rather rigid restrictions, beginning next Monday, will doubtless have the effect of reducing the available supply of by-product coal, unless the car supply becomes sufficient to take care of both Lake requisitions and by-product shipments.

The estimated production of coke for the week ended Saturday, July 17, was 171,795 tons, contributed by the two districts as follows: Connellsville, 91,030, an increase of 3,260 tons; Lower Connellsville, 80,765, an increase of 6,145 tons, or a total increase of 9,405 tons, as compared with a decrease of 15,900 tons during the preceding week.

By interests the production was: Furnace, 101,715, a gain of 3,395 tons; merchant, 70,080, a gain of 6,010 tons, as compared with losses of 13,030 and 2,870 tons, respectively, during the week ended July 10.

There was a net increase of 44 in the number of active ovens, 68 having been blown out at furnace plants and 112 brought into service at merchant plants. The additions were: Mount Hope, 10; Searight, 95; Washington No. 2, nine. Blown out: Buffington, 28; Footedale, 20; West Penn, two.

To Sell Thompson Coal Stocks.

The 7,000 shares of stock of the Wetzel Coal & Coke company and 3,000 shares of the Liberty Coal company, which figured in the equity proceedings of John Skelton Williams, comptroller of the currency, against J. V. Thompson, are to be offered at public sale by J. Wood Clark, special master, at the Allegheny court house on July 29.

To Build Larger Stack.

The stack of blast furnace No. 2 of the Carnegie Steel company at Farrell is being dismantled to provide for rebuilding with a capacity of 500 tons per day.

HOLIDAY SLUMP IN OUTPUT OF BEEHIVE LESS THAN EXPECTED

For the United States the Decrease Was 12,000 Tons, or Only 3.3 Per Cent, Week July 10.

The holiday slump in the production of beehive coke in the United States was not as great as might have been expected, says the weekly report of the United States Geological Survey, prepared by F. G. Tryon. The total output is estimated on the basis of railroad shipments at 363,000 net tons, a decrease, when compared with the preceding week, of 12,000 tons, or 3.3 per cent. The decline centered in Pennsylvania. Production in the Connellsville region, as reported by The Courier, declined from 175,390 to 162,390 tons.

Cumulative production since the beginning of the year now stands at 13,269,000 tons, an increase over 1919 of 10 per cent.

The production by districts, compared with the corresponding week of 1919, was as follows:

	1920	1919
Pennsylvania and Ohio	266,000	250,000
West Virginia	27,000	16,000
Alabama, Tennessee and Georgia	34,000	26,000
Virginia and Kentucky	24,000	21,000
Colorado, Oklahoma and New Mexico	8,000	8,000
Washington and Utah	4,000	4,000
U. S. Total	363,000	325,000

COKE PRODUCTION

In Connellsville and Lower Connellsville Districts Compared With 1919.

The estimated production of coke in net tons in the Connellsville and Lower Connellsville districts, by weeks, with the total compared with the corresponding week of 1919, is shown in the following:

Week	Merch.	Furn.	Total	Total 1919
Jan. 1-3	49,080	69,788	118,868	165,328
Jan. 10	95,516	144,874	240,390	271,366
Jan. 17	94,970	146,520	241,490	291,332
Jan. 24	94,420	145,186	239,606	277,324
Jan. 31	97,520	144,615	241,935	262,644
Feb. 7	97,100	142,844	239,944	225,786
Feb. 14	97,280	146,606	243,886	200,356
Feb. 21	97,270	137,787	235,157	232,612
Feb. 28	99,270	148,765	248,035	224,872
Mar. 6	98,530	139,756	238,286	222,926
Mar. 13	100,450	144,020	244,470	202,508
Mar. 20	101,250	147,990	249,240	187,806
Mar. 27	102,740	151,812	254,552	185,660
Apl. 3	100,930	147,075	248,005	172,250
Apl. 10	101,619	150,317	251,937	150,415
Apl. 17	45,820	76,700	122,520	148,825
Apl. 24	53,170	84,645	153,815	135,363
May 1	63,140	113,635	176,775	133,603
May 8	56,570	113,530	170,100	106,380
May 15	56,695	97,805	154,400	83,291
May 22	60,950	118,270	178,250	108,073
May 29	63,520	122,208	185,728	111,335
June 5	63,556	126,024	189,580	117,655
June 12	65,640	119,600	185,230	127,095
June 19	66,120	112,610	178,730	131,200
June 26	67,180	118,430	185,610	138,655
July 3	66,840	111,360	178,200	130,790
July 10	64,570	98,320	162,890	157,538
July 17	70,980	101,715	171,795	164,390

1920 to Date	3,929,265
1919 to Date	4,792,879
Gain over 1919	1,136,386

Lake Ore Shipments Heavy.

The June movement of iron ore down the lakes was approximately 9,250,000 tons, or 1,250,000 tons more than the movement in June of last year, and less than 700,000 tons short of the record June movement, made in 1918. While the season to July 1st was young, there was a gain over the same period of last year of 450,000 tons.

Buy Sewickley Coal.

The Oliphant Coal & Coke company has purchased 100 acres of Sewickley coal directly adjoining the Oliphant mine in Georges township. The price is understood to have been close to $500 per acre.

VOLUME OF FREIGHT ON THE RAILROADS SHOWS A BIG GAIN

In Spite of Strikes is Within 10 Per Cent of Largest Ever Handled.

FIRST QUARTER RECORD

Was the Greatest in History of Railroading; Second Would Have Surpassed It Except for Labor Trouble; Facilities of Roads Not Increased.

"For the first time since the railways were returned to private operation," says the Railway Age, "it is possible this week to give statistics regarding the amount of freight handled for a considerable period by all the large railways in the country. Statistics regarding freight movement which we have published in recent issues have not included the returns from the Pennsylvania and a few other large systems. Figures now available, which are based on reports made by all the large railways to the commission on car service, show that in the week ended June 19 the number of cars of revenue freight loaded was 839,142, as compared with 807,907 in the same week of 1919. In the week ended June 26 the number of cars of revenue freight loaded was 869,350, as compared with 845,684 in the same week of last year. In the four weeks ended June 26 the total number of cars loaded was 3,405,500, as compared with 3,237,406 in the corresponding weeks of 1919.

"The newspapers are full of reports regarding industries that are operating at much less than their maximum capacity, or are on the verge of having to close down, because of the inability of the railways to handle all the traffic offered to them. In spite of strikes and other troubles the railways almost continuously in the year 1920 have been moving more freight than in 1919.

"The railways this year have having a series of strikes in their terminals, and an excessive number of bad als, and an excessive number of bad order cars which are a heritage from government operation. Nevertheless, in the first six months of the year they moved more freight of all kinds than ever before in the first six months of any year except 1917 and 1918. In January, February and March the amount of freight moved broke all records for those three months, and probably the same thing would have been true in April, May and June if it had not been for the railroad strikes. When all the statistics are available the indications are they will show that even in May and June, in spite of the strikes, the roads handled within 10 per cent as much freight as the largest amount they ever moved in those two months.

"The statistics of the United States Geological Survey regarding the movement of coal tell the same story. The number of tons of coal produced and moved by the railroads from January 1 to June 26, 1919, was 210,640,000, while in 1920 it was 251,935,000, an increase of 41,313,000 tons.

"Why, in the face of these facts, are the industrial operations of the country being seriously interfered with and its financial stability threatened by insufficient transportation? There can be only one rational answer to that question. The present conditions are partly due to the strikes, but they are mainly due to the fact that for years the productive capacity of the country has been rapidly increasing while the facilities and capacity of the railroads have been increasing hardly at all."

LOSS OF 490,000 TONS IN SOFT COAL IN THE WEEK OF JULY FOURTH

Compares Favorably With Same Week in Previous Years; Production Is on Increase, However.

The report of the United States Geological Survey states that the total production of soft coal during the week of Independence Day is estimated at 9,803,000 tons. The decrease of 490,000 tons below the output of the preceding week was not as great as had been anticipated. The production during the five-day week ended July 10 compares favorably with the week of Independence Day in preceding years: 1917, 8,766,000; 1918, 10,119,000; 1919, 7,459,000.

The average rate of production on the five working days of the week was 1,961,000 net tons, the greatest attained at any time since the middle of last January. The rate is somewhat deceptive because it followed two days of light production, Friday and Saturday, July 2 and 3, and two full holidays, Sunday and Monday, July 4 and 5, during which the railroads were able in part to catch up in their work of placing cars. For this reason the curve of average daily production has not been extended definitely beyond the week of July 3.

That production is actually on the increase, however, is shown by preliminary reports of loadings on July 12, 13 and 14, which have been at a rate of five or six per cent greater than that before the Independence holiday.

THOMPSON COAL SOLD

Cheat Haven Company Pays $29,543 For 17.35 Acres.

Albert Gaddis, Daniel Sturgeon and W. C. McKean, trustees in bankruptcy of William M. Thompson, have sold 17.35 acres of coal land to the Jennings Coal and Coke company of Cheat Haven. The consideration was $29,543.89.

The deal was completed by Mr. Sturgeon and the deed placed on record in Uniontown Thursday.

RAILROAD COAL STOCKS

Unusually Low on June 1, a Sharp Decline Having Occurred Since Feb. 29.

Incomplete returns on stocks of fuel coal held by the railroads indicate that on June 1 stocks were unusually low, and further that between February 29, the close of federal control, and June 1 there was a sharp decline in stocks.

These statements are based on reports to the American Railroad Association made by 120 of the principal carriers. Stocks of bituminous coal held in cars by these roads declined seven per cent from February 29 to June 1; stocks in piles declined 34 per cent. For all stock the percentage of decrease was 21."

Stocks held by the New England roads decreased more sharply than for the country as a whole, 32 per cent as compared with 21 per cent.

RAILROAD LABOR BOARD ANNOUNCES WAGE INCREASES

Continued from Page One.

directors, block operators and station men, 10 cents an hour. Agents at all small non-telegraph stations five cents an hour.

The following increases were granted maintenance of way and unskilled forces:

Construction forces, their assistants, section, track and maintenance foremen and assistants, mechanics in these departments, 15 cents an hour.

Laborers employed in shops and roundhouses 10 cents an hour.

Mechanics' helpers in bridge and building departments, track laborers, common laborers, bridge tenders, hoisting firemen, pumper engineers, crossing watchmen or flagmen and lamp lighters and tender, eight and one-half cents an hour.

Train dispatchers are given an increase of 13 cents an hour and yard masters and assistant yardmasters 15 cents an hour.

The following increases are added to the established rates for clerical and station forces: storekeepers, chief clerks, foremen, and other clerical supervisory forces, clerks with one or more years' railroad experience, train and engine crew callers, assistant station masters, train announcers, gatemen and baggagemen and parcel room employes, 13 cents an hour.

Janitors, elevator and telephone operators, watchmen, employes operating office appliances and similar work, 10 cents an hour.

Freight handlers or truckers, 12 cents an hour.

All common laborers in and around stations, storehouses and warehouses, not otherwise provided for, eight and one-half cents an hour.

Clerks of less than one year's experience, six and one-half cents an hour.

Office boys, messengers and other employes under 18 years of age, five cents an hour.

Stationary engine and boilerroom employes were advanced 13 cents an hour for engineers, firemen and oilers, while water tenders and coal passers receive a 10 cent increase.

In the signal department, foremen, inspectors, maintainers, signalmen and their assistants, 13 cents an hour; helpers 10 cents an hour.

The decision provides that employes in the departments named who are properly before the board and not otherwise provided for shall receive an increase equal to that established for the nearest respective classes. "The intent of this article," the decision says, "is to extend this decision to a miscellaneous class of supervisors and employes practically impossible of specific classification and at the same time insure to them the same consideration and rate increase as provided for analogous service."

WASHINGTON, July 20.—Immediately upon receipt of the announcement of the railroad labor board's wage award, railway executives here went into a conference today to frame their recommendations to the Interstate Commerce Commission for advances in rates to meet the added expense of $600,000,000 to the carriers.

To Study Health Insurance.

Investigation of systems of health insurance in operation in European countries and results obtained in studies made abroad will be undertaken by the State Health Insurance Commission. W. T. Ramsey of the commission will go to England in a few days to make inquiries.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, July 17, 1920.

Ovens	In	Works	Name of Operators	Address
		MERCHANT OVENS		
182	132	Beatty	Mt. Pleasant Coke Co.	Greensburg
30	30	Brush Run	Brush Run Coke Company	Mt. Pleasant
150	150	Clare	Clare Coke Co.	Greensburg
50	50	Ellen No. 2	Whyel Coke Co.	Uniontown
100	100	Elm Grove	W. J. Rainey Coke Co.	New York
33	...	Fort Hill	W. J. Rainey Coke Co.	New York
10	...	Franklin	Summit-Cville Coke Co.	Connellsville
101	80	Gilmore	Gilmore Coke Co.	Uniontown
80	...	Grace	W. J. Rainey	New York
8	8	Helen	Samuel L. Lohr	Youngwood
145	145	Humphreys	Humphreys Coal & Coke Co	Greensburg
16	16	Morgan	Corrado-Schenck Coke Co.	Connellsville
275	275	Mt. Braddock	W. J. Rainey	New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
33	33	Myers	Brownfield Coal & Coke Co	Uniontown
43	...	Nellie	Nellie Coke Co.	Connellsville
325	262	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
480	417	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	292	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
90	90	Paul	W. J. Rainey	New York
400	400	Revere	W. J. Rainey	New York
40	40	Thomas	Whyel Coke Co.	Uniontown
57	40	West Penn	West Penn Coke Co.	Pittsburg
3,357	2,919			
		FURNACE OVENS		
260	100	Adelaide	H. C. Frick Coke Co.	Pittsburg
356	...	Alverton	H. C. Frick Coke Co.	Pittsburg
397	122	Baggaley	H. C. Frick Coke Co.	Pittsburg
300	300	Bitner	H. C. Frick Coke Co.	Pittsburg
240	...	Brinkerton	H. C. Frick Coke Co.	Pittsburg
300	...	Buckeye	H. C. Frick Coke Co.	Pittsburg
260	176	Calumet	H. C. Frick Coke Co.	Pittsburg
301	...	Central	H. C. Frick Coke Co.	Pittsburg
400	350	Collier	H. C. Frick Coke Co.	Pittsburg
400	400	Continental 1	H. C. Frick Coke Co.	Pittsburg
326	326	Continental 2	H. C. Frick Coke Co.	Pittsburg
300	...	Continental 3	H. C. Frick Coke Co.	Pittsburg
120	120	Crossland	H. C. Frick Coke Co.	Pittsburg
333	279	Davidson	H. C. Frick Coke Co.	Pittsburg
220	...	Dorothy	H. C. Frick Coke Co.	Pittsburg
110	110	Dunbar	Amer. Manganese Mfg. Co.	Dunbar
272	272	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
360	200	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
355	355	Hostetter	Hostetter-C'ville Coke Co.	Pittsburg
249	248	Juniata	H. C. Frick Coke Co.	Pittsburg
306	306	Kyle	H. C. Frick Coke Co.	Pittsburg
459	400	Leisenring 1	H. C. Frick Coke Co.	Pittsburg
502	420	Leisenring 2	H. C. Frick Coke Co.	Pittsburg
502	390	Leisenring 3	H. C. Frick Coke Co.	Pittsburg
304	275	Leith	H. C. Frick Coke Co.	Pittsburg
227	...	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
500	363	Mammoth	H. C. Frick Coke Co.	Pittsburg
399	399	Marguerite	H. C. Frick Coke Co.	Pittsburg
195	165	Mutual	H. C. Frick Coke Co.	Pittsburg
256	240	Oliphant	H. C. Frick Coke Co.	Pittsburg
400	400	Philips	H. C. Frick Coke Co.	Pittsburg
443	320	Redstone	H. C. Frick Coke Co.	Pittsburg
448	...	Shoaf	H. C. Frick Coke Co.	Pittsburg
425	276	Southwest 1	H. C. Frick Coke Co.	Pittsburg
150	...	Southwest 2	H. C. Frick Coke Co.	Pittsburg
204	120	Southwest 3	H. C. Frick Coke Co.	Pittsburg
901	710	Standard	H. C. Frick Coke Co.	Pittsburg
80	25	Stewart	Stewart Iron Co.	Uniontown
464	330	Trotter	H. C. Frick Coke Co.	Pittsburg
350	209	United	H. C. Frick Coke Co.	Pittsburg
352	252	Whitney	Hostetter-C'ville Coke Co.	Pittsburg
300	220	Wynn	H. C. Frick Coke Co.	Pittsburg
500	435	Yorkrun	H. C. Frick Coke Co.	Pittsburg
245	245	Youngstown	H. C. Frick Coke Co.	Pittsburg
15,470	10,618			

ESTABLISHED 1850 INCORPORATED 1904

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

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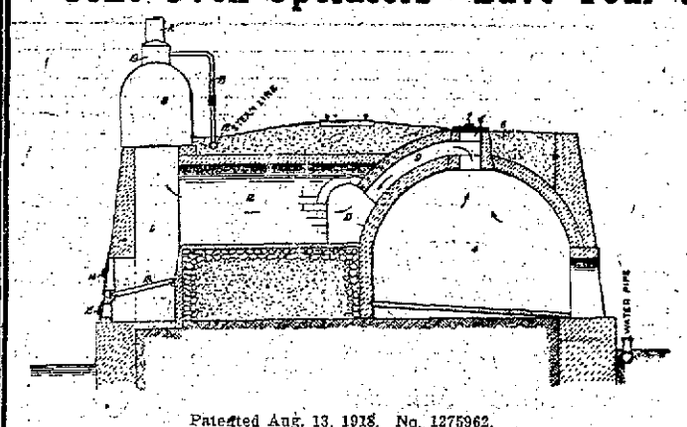
Coke Oven Operators---Save Your Waste Heat!



Patented Aug. 13, 1918. No. 1275962.

By our method a bank of 100 Bee Hive Ovens will make available 750 Boiler Horse Power, without the expenditure of one cent for fuel, and without impairing the efficiency of the Ovens.

The simplicity of installation and ease of control and operation are special features. One or more Boilers of practically any type may be installed singly, or in combination.

This method has been in successful operation for several years. Two Brick L... can complete the necessary Flue connections for 8 ovens to connect to one Boiler, i... hours.

The Smoke Stack of standard diameter for any Boiler should not be more than 20 feet above the top of the ovens.

For full information address

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Steam, Air and Electric Driven

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Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building,

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Youghiogheny Coal: Steam, Gas, Coking

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Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

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Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

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IF YOU HAVE COAL LAND FOR SALE ADVERTISE IT IN THE COURIER.

DUNBAR PLANT ONE OF SAFEST IN THE REGION

Semet-Solvay Company Has Done Everything to Comply With State Requirements.

CAPACITY IS INCREASED

Big Improvements Have Been Made In Past Five Years and Public Has Little Idea of Work Being Done; Employes Cooperate With Officials.

Few people living in Connellsville and vicinity seldom realize the large number of manufacturing concerns situated in the Connellsville district that are daily turning out a wide variety and large volume of products and shipping them to all parts of the world, thereby adding still more importance to this section as an industrial center. A Courier representative who visited one of these plants, that of the Semet-Solvay company near Dunbar, with State Factor Inspector James S. Darr upon his monthly tour of inspection in this locality, found it to be a larger and busier concern than realized.

Situated as it is in an advantageous valley above the town of Dunbar, running day and night, and with more work than can be handled, it is a good reminder that this vicinity has felt no slump in the producing end of the world's goods. The Semet-Solvay company is one of the oldest concerns in the valley and has long been known as a producer of coke by the retort process, by the "Solvay" system introduced into this country by Ernest Solvay, a Belgian, who perfected the process now familiar to most all students of chemistry and metallurgy. By the Solvay process three primary products are recovered from coal: Ammonia liquor, crude benzol and tar. Other products obtained are used in the manufacture of steel, paints, oils, baking powder, chemical supplies, sweet, photographic supplies, glass making and the like.

The Semet-Solvay plant near Dunbar is one of a chain of 17 that are distributed through this country. The plant employs a large number of men, a number of whom reside in Connellsville.

Superintendent R. A. Longwell, who took over the plant five years ago, has brought it in a remarkably short time to be one of the finest, best equipped and safest in this region. Factory Inspector Darr praised the efficient manner in which it was conducted and the methods used to safeguard the employes working there. Superintendent Longwell, who is a graduate of Columbia University in the chemical and metallurgical courses, has had extensive experience in the work. This is shown by the fact that the plant is now regarded by underwriters and the State Department of Labor as being a model. Inspector Pearson, chief engineer for the Globe Indemnity company of New York, after making an inspection last December, remarked that in his opinion it was one of the best protected plants in the territory and that he found many commendable features there which would be of good use to other plants. The plant has its own safety system and every precaution is taken to avoid accidents.

Charles E. Way, chairman of this committee, with Q. N. Bozeman, master mechanic at the works, and Superintendent Longwell have instituted a vigorous campaign to keep the work tidy and retain the honor of being the most efficiently guarded plant of the system. A fire brigade is maintained at the plant and monthly drills are held, 35 cents being paid to each member answering the fire call. A fire pump of 1,000 gallons per minute capacity is kept ready for action and sufficient hose is on hand to reach all parts of the plant. Extinguishers are placed in all parts of the building and checked up weekly. The safety committee inspects the plant once a month, also the district inspector. The greatest care possible is taken of the men if an accident befalls them and a nurse is employed in connection with the American Manganese company near by for this purpose and a first aid outfit is at their disposal.

Eleven completely equipped fire stations are located about the plant though most of the buildings are of metal construction.

Drinking water is obtained from the mountain, several employes being required to bring it to the works each day. The sanitary conditions are first-class and all modern equipment is used. One of the most notable features of the safety appliances is a system which has been recently installed at a great expense to safeguard men while working about the various machines. This consists of a number of buttons being placed at intervals of 20 feet along the walls which will stop all machines nearby when one is pressed. This precaution is taken in case an employe caught in a machine and unable to free himself, another might stop the machine by pushing one of the buttons. The system also provides that a machine cannot be started by any other person than the man working it.

Of three inspectors of the Semet-Solvay company who recently made an inspection in regards to fire hazard and sanitary conditions, not one had anything but praise for the plant. The men living in this vicinity, who while working there, cooperate heartily in making conditions ideal.

Besides owning coal fields the company procures a large amount from the American Manganese plant. After burning it into coke and extracting the gases, from which the by-products are derived, the coke is conveyed by electric larries to the Dunbar furnace which is located near the plant. A good idea can be obtained of the number of dollars that are being wasted by other companies who do not have the Solvay system when it is known that the local company utilizes 98 per cent of the elements that the coal contains.

The company uses 750 tons of coal per day and from this they obtain approximately 15,000 kilos of ammonia liquor, 13,000 gallons of light oil and 8,000 gallons of tar, the latter being used for the paving of roads and highways and the like. These chemicals are shipped in huge tank cars to other concerns who take still more products from them.

Those who have visited the valley lately have found that it has taken on a new aspect, as compared with five years or so ago when things were in a more run down condition and the amount of business was not as heavy, nor safety or labor conditions as good. Other concerns which are located near the Semet-Solvay company are the American Manganese company, Pennsylvania Wire & Glass company and several large sand quarries, also controlled by the Manganese company.

EXPLOSION BURIES EIGHT MEN IN MINE OF COLLIERIES CO.

PITTSBURG, July 19—John Luteman, two fire bosses, two pumpers and three laborers were entombed by an explosion in the mine of the Union Collieries company at Renton, 18 miles from here, at 3:30 Monday morning. The explosion blew the cage out of the shaft and as soon as repairs to the hoisting apparatus can be made the rescue crews from the Pittsburg station of the United States Bureau of Mines and similar crews from adjoining coal property will endeavor to find the buried men.

The ventilation system of the mine, which is 512 feet deep, is operated by electricity furnished by a power company. Saturday afternoon it became necessary to make repairs to the plant and the power was shut off.

At midnight Sunday, Foreman Luteman with Fire Bosses Charles Reese and Edward Higby and the remainder of the crew entered the mine to see that all was in readiness for operation this morning. It is not known how far they had gone into the workings but at 3:20 o'clock a terrific explosion shook the entire neighborhood. The cage, by which the men had gone to the bottom of the shaft was blown up to the surface and the machinery at the top of the tipple wrecked.

A crowd quickly gathered but nothing could be done as there was no means of reaching the buried men. Word was sent to the Pittsburg station of the Bureau of Mines and a rescue car and full crew was ordered to Renton.

Arriving at the scene the government men rigged up a bucket and a small party was sent down the shaft. They found no evidence of fire, nor could they detect any gas. They could find no trace of Luteman or his companions.

The party returned to the surface where work on constructing a cage and repairing the hoisting machinery was in progress. Until this is completed and rescue crews can penetrate the surface, nothing concerning the fate of the entombed men can be ascertained.

BEAR RUN COAL SOLD

Indiana, Pa., Operators Take Over Mine There; Pay $10,000.

The second sale of coal properties within two days in the vicinity of Ohiopyle was transacted yesterday when the Bear Run coal plant at Bear Run was sold to operators from Indiana. The Jim Run Coal company, near by, was sold Monday to New York operators.

The Bear Run Coal company was composed of F. B. Livingston of Mill Run and J. D. Slater of Peach street, this city. The new owners are J. M. McHenry and O. D. Jones of Indiana county. The consideration was $10,000. The operators have extensive coal holdings in Indiana. The Bear Run plant consists of 50 acres of Kittanning coal with a drift development and has been in operation for over a year. It has a capacity of two cars a day and has ample side tracks, office building and other equipment.

The new owners will enlarge the plant so that its output will be doubled, having contracts from eastern markets for that amount for the next four years.

NO STRIKE DANGER

Not Expected Rail Men Will Act Until After Referendum.

CHICAGO, July 21.—Danger of an immediate strike of railway workers of the country apparently had dissipated when the 2,000 representatives of the 16 railway crafts resumed their conference here this morning to consider the $600,000,000 wage increase granted by the Railway Labor Board in its decision handed down yesterday.

In addition there appears to be less dissatisfaction over the amount of the award on the part of the union men.

COMMISSION GETS PLAN

Method for Facilitating Transportation of Coal Is Outlined.

WASHINGTON, July 19.—Coal operators and railroad executives presented to the Interstate Commerce Commission today a plan agreed to by them designed to facilitate the distribution of coal to the northwest, New England and Canadian territory. Details of the proposals were withheld until the commission has had an opportunity to study it.

Sufficient coal is being mined in the eastern territory, it was said to meet current needs, but unless transportation arrangements are modified enough of it will not be moved into northern districts named, to prevent winter shortages.

Advertise in The Weekly Courier.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, July 17, 1920.

Ovens	In	Works	Name of Operators	Address
			MERCHANT OVENS.	
40	38	Adah	Westm'd-Fayette Coke Co.	Greensburg
293	293	Allison No. 1	W. J. Rainey	New York
200	200	Allison No. 2	W. J. Rainey	New York
142	142	American 1	American Coke Corporation	Pittsburg
240	240	American 2	American Coke Corporation	Pittsburg
40	...	Anica	The Wilkey & Feather C. C.	Uniontown
42	...	Bellevernon	Bellevernon Coal & Coke Co.	Pittsburg
20	...	Browning	Browning Coke Co.	Uniontown
50	50	Brownsville	Brownsville Coke Co.	Pittsburg
205	142	Century	Century Coke Co.	Brownsville
40	40	Champion	Champion C'ville Coke Co.	Uniontown
257	...	Champion	Champion Gas Coal Co.	Pittsburg
120	116	Crystal	Hecla Coal & Coke Co.	Pittsburg
236	236	Dunbo	Kanawha Coal & Coke Co.	Pittsburg
402	402	Donald 1 & 2	Consolidated C'ville Coke Co	Uniontown
150	90	Donald No. 3	Consolidated C'ville Coke Co	Uniontown
100	90	Edna	Waltersburg Coke Co.	Uniontown
32	...	Finley	Jas. Byrne & Co.	Uniontown
110	90	Garwood	Aetna-C'ville Coke Co.	Connellsville
53	26	Genuine	Genuine C'ville Coke Co.	Uniontown
200	200	Griffin No. 1	Hecla Coal & Coke Co.	Pittsburg
196	196	Griffin No. 2	Hecla Coal & Coke Co.	Pittsburg
210	210	Herbert	C'ville Central Coke Co.	Pittsburg
45	...	Hillside	Westmoreland Gas oCal Co.	Pittsburg
52	...	Hill Top	E. Connellsville Coke Co.	Connellsville
184	184	Hoover	James H. Hoover	McClellandtown
35	35	Hope	Hope Coke Co.	Uniontown
195	195	Hustead	Hustead-Semans C.&C. Co.	Uniontown
260	260	Isabella	Hecla Coal & Coke Co.	Pittsburg
24	24	Junior	Junior Coal & Coke Co.	Uniontown
140	134	Katherine	Union C'ville Coke Co.	Uniontown
220	76	Lafayette	Atlas Coke Co.	Helen
30	30	Leon	Franklin Coke Co.	Mt. Pleasant
34	24	Liberty	Old Connellsville Coke Co.	Smithfield
400	300	Lincoln	Lincoln oCal & Coke Co.	Scottdale
40	...	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	80	Low Phos	C'ville Central Coke Co.	Pittsburg
24	24	Luxerne	Luzerne Coal & Coke Co.	Pittsburg
64	63	Marion	Southern C'ville Coke Co.	Uniontown
300	290	Mt. Hope	Snowden Coke Co.	Uniontown
100	100	Old Home	W. J. Parsnall	Uniontown
202	202	Puritan 1 & 2	Puritan Coke Co.	Uniontown
72	72	Puritan No. 4	Puritan Coke Co.	Uniontown
80	80	Puritan No. 5	Puritan Coke Co.	Uniontown
101	60	Poland	Poland Coal Co.	Pittsburg
120	62	Rich Hill 2	Rich Hill Coal & Coke Co.	Outcrop
275	...	Royal	W. J. Rainey	New York
45	34	Russell	Russell Coal & Coke Co.	Smithfield
20	20	Sackett	H. R. Sackett Coal & C. Co.	Smithfield
25	20	Sapper	Scilly-Callaghan C. & C. Co.	Uniontown
378	360	Searight	Taylor Coal & Coke Co.	Uniontown
260	210	Shamrock	Fayette Coke Co.	Uniontown
210	200	Sterling	Consolidated C'ville Coke Co.	Uniontown
30	...	Sunshine 2	McClellandtown C. & C. Co.	McClellandtown
400	300	Thompson 2	Thompson C'ville Coke Co.	Pittsburg
220	265	Tower Hill 1	Tower Hill C'ville Coke Co.	Uniontown
394	279	Tower Hill 3	Tower Hill C'ville Coke Co.	Uniontown
48	...	Virgie	Byrne Coal & Coke Co.	Scottdale
500	385	Washington 1	Washington Coal & Coke Co.	Dawson
500	352	Washington 2	Washington Coal & Coke Co.	Dawson
76	...	Wineland	Banning-C'ville Coke Co.	Uniontown
60	...	Winmere	Wineland-Gilmore C. & C. Co.	Uniontown
36	36	Yukon	Whyel Coke Co.	Uniontown
16,114	7,589			
			FURNACE OVENS.	
400	400	Alicia	Pittsburg Steel Co.	Alicia, Pay. Co.
190	...	Bridgeport	H. C. Frick Coke Co.	Pittsburg
470	...	Brier Hill	Brier Hill Coke Co.	Brier Hill
426	296	Buffington	H. C. Frick Coke Co.	Pittsburg
500	400	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
300	287	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
250	250	Dearth	H. C. Frick Coke Co.	Pittsburg
500	...	Edenborn	H. C. Frick Coke Co.	Pittsburg
200	200	Fairbank	Struthers Coal & Coke Co.	Fairbank
400	40	Footedale	H. C. Frick Coke Co.	Pittsburg
302	202	Geneva	McKeefrey Coal Co.	Lanconia, Ohio
200	...	Labelle	Labelle Coke Co.	Labelle
452	...	Lambert	H. C. Frick Coke Co.	Pittsburg
516	...	Leckrone	H. C. Frick Coke Co.	Pittsburg
244	...	Martin	Republic Iron & Steel Co.	Youngstown, O.
30	...	Newsomer	H. C. Frick Coke Co.	Pittsburg
480	300	Orient	American Coke Corporation	Uniontown
400	240	Republic	Republic Iron & Steel Co.	Uniontown
350	...	Ronco	H. C. Frick Coke Co.	Pittsburg
400	200	Thompson 1	Redstone Coal & Coke Co.	Pittsburg
6,986	2,971			

REILLY-PEABODY FUEL COMPANY
CONNELLSVILLE
COKE
OPERATORS AND SHIPPERS
COAL
COKING-GAS-STEAM
PITTSBURGH, PA.

Straub-Atkinson Coal & Coke Company
Producers Shippers
Furnace, Foundry & Heating Coke
Gas, Steam, By-Product Coal
Union Arcade
Pittsburgh, Pa.

IMPROVEMENTS TO INCREASE OUTPUT OF SLIGO PLANT

Expenditure of $100,000 in New Building and Additional Equipment Planned.

WILL NEED MORE MEN

Several Hundred Additional Employes Will Be Placed on Payroll; Monthly Salaries Will Total Approximately $60,000; Production to Be 7,500 Tons

Plans have been completed for extensive improvements to be made at the plant of the Sligo Iron and Steel company in the north end of the city. The shipping building will be completed at once and up to date machinery which will greatly increase the output of the company, will be installed.

W. W. Darley, president, P. T. Duffy, vice president and Barton R. Shorer, consulting engineer, have been in conference here for the past several days in connection with the improvements and additions. Approximately $100,000 will be expended along those lines.

When the work is completed the plant will have a new shipping building 60 feet wide and 260 feet long. It will be equipped with a traveling crane, running the full length of the structure, which will facilitate the handling the finished product. The foundation for this building is already constructed.

In addition to the new building, industrial tractors will be installed throughout the plant. New annealing furnaces and shears will be added to the plate mill department. This will greatly increase the capacity of this end of the plant. Other minor changes are contemplated also, all with a view to greater efficiency and more output.

It is estimated the improvements will increase the capacity of the mill from 6,000 at present to 7,500 tons per month. Orders are on hand to keep the mill running night and day for a long time to come. This full operation will begin as soon as the railroad situation clears up sufficiently to enable the transportation of raw materials, fuel and finished products.

Several hundred additional men will be added to the payroll and it is estimated the monthly salaries will total $60,000.

Though not generally known by local people, quite a number of improvements have been made at Sligo during the past two or three years. The capacity of the plant has been brought up from an original production of 2,000 tons a month to the 6,000 tons at present and 7,500 when improvements now being made are completed. The new large figure in output means the use of much additional raw material, and necessitates increasing the working force.

Recently the company was reorganized and recapitalized. The handling of the financial end is now in the hands of H. B. Morrow & Company of New York. Mr. Morrow has returned to New York after being in this city several days inspecting the plant.

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NEW TRIAL ORDERED IN CASE OF PRODUCERS COKE CO. VS. HOOVER

Supreme Court Holds that Proof of Oral Modification of Contract Is a Proper Defense.

The State Supreme Court has rendered a decision granting a new trial in the case of the Producers Coke company against James H. Hoover, following an appeal from a verdict of $150,898.38 given by a jury in the court of common pleas of Fayette county.

The case is considered important not only because of the amount of money involved but also because of the legal principle and circumstances of the case. On November 17, 1917, the parties to the suit entered into a written contract involving 48,000 tons of coke to be delivered by Mr. Hoover to the Producers Coke company at $3.60 per ton at the rate of 4,000 tons per month. Deliveries were made for seven months amounting to 18,895 tons when they ceased, according to the evidence in the case. In the interim there had been a sharp advance in the price of coke and the Producers Coke company entered suit for the difference between the contract price and the market price.

The defense claimed an oral modification of the contract but at the trial, counsel for the Producers Coke company objected to the admission of such a defense on the ground that modification was not in writing. No other defense being interposed, Justice Walling stated in his opinion, the court below practically instructed the jury to find for the plaintiff when sustaining an objection to the offer by the defense of proving an oral modification of the written contract between the parties.

The opinion of the Supreme Court, written by Justice Walling, is confined to a discussion of the lower court's ruling on that point holding that "it is a general rule at common law that the parties to a written agreement may modify it by subsequent parol agreement." The opinion, however, continued that "the burden, of course, was upon the defendant to prove by evidence convincing to the jury the alleged parol contract."

An order was issued directing a retrial of the case before a jury.

Bell 99. Tri-State 8.
Motor Sand
Yough Sand and Stone Company
DUNBAR, PA.

Freight Traffic Increasing.

West Penn officials report a rapid increase in the newly inaugurated freight service. Being a necessity, more than a luxury, merchants all along the line are beginning to realize what a big advantage it is to have the car come right past their doors and load or unload their goods.

The Weekly Courier.

THE COURIER CO., Publishers.
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Founder and Editor, 1879-1916.
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THURSDAY MORNING, JULY 22, '20.

OPEN TOP CAR REGULATIONS.

The modifications in the original order of the Interstate Commerce Commission directing preferential distribution of open top cars to coal mines, will no doubt remove many of the objections filed against this emergency measure.

As the order has been applied it has had the effect of reducing the car supply for steel plants, lumber dealers and producers of sand, gravel and similar materials. This has followed quite naturally from the interpretation placed upon the order by the railroads, they having construed the purpose and intent of the order to be to give open top cars without distinction as to type, to the coal trade.

The extension of the order provides relief to these industries by defining the types of cars to be used for coal and specifically exempting therefrom those cars designed for hauling other bulky or heavy freight. A further modification empowers the railroads to impose embargoes against consignees who fail to unload cars within 24 hours after delivery. Under ordinary circumstances this will place no hardship upon consignees, except in cases of shortage of labor in unloading. As a means of enforcing prompt release of cars this provision should be quite effective. In such case it will serve as the equivalent of an increase in the number of cars through reducing the length of time they are held out of service on plant sidings.

There may be some doubt as to the necessity or desirability of authorizing the railroads to assign cars, without regard to mine ratings, to mines furnishing coal to public utilities for current consumption. Exercise of this privilege might easily revive the long standing complaints against the assigned car practice and might just as easily be construed as favoring some mines at the expense of others. The measure is in the public interest, however, and will generally be so regarded.

Before the extension of the order becomes effective the decision of the Railroad Labor Board will very probably be handed down. If so, the helpful influences of an acceptance of the award is expected to have upon the transportation situation ought to augment the relief measures already in force. The hope of the public is that there will very shortly be no further need of governmental regulatory provisions but that instead there will be a gradual and steady return to normal in every phase of the important business of taking care of freight of every class.

TAKE NO REGISTRATION RISKS.

Although the first of the three days upon which voters in third-class cities will have the opportunity to attend to the duty of personal registration is seven weeks ahead, it is not now too early to be reminded of the necessity of keeping September 2 in mind.

It so frequently happens that delay in registering means loss of the privilege of voting that voters should now determine they will not allow the first of the three registration days to pass without seeing that they are properly recorded on the list of citizens fully qualified to vote.

The election this year will mean so much to the state and nation, and the results will so vitally affect the welfare of every citizen that failure to qualify for, and also to exercise, the right of franchise will be little short of an inexcusable and unjustifiable neglect of duty.

Fix the date—September 2—in your mind so indelibly that you will not forget what you are to do that day. The fact that September 14 and October 2 are also registration days should not tempt you to take the risk of deferring the matter until the later dates. Many have done this in previous years and election day came around finding them disqualified to vote. Attend to your listing as a voter on September 2 and you will have no further anxiety upon this score.

PUBLIC OFFICE NOT AN ADVERTISING AGENCY.

If one of the results of the inquiry into the expenditure of money in primary elections will be that the next session of Congress will legislate on the use of campaign funds, as there is talk that it will, it will fall far short of its duty if it does not deal with the subject of propaganda put out at public expense by officials who aspire to the presidency.

A public office should not be prostituted into an advertising agency for the incumbent of that office or his protegee or friends. Until the present administration this reprehensible practice has never been so flagrantly indulged. Repetition of the abuse should be prevented by statute in cases where a sense of fitness and propriety on part of over ambitious candidates does not serve the same purpose.

Speaking of vote-getters Calvin Coolidge quite properly stands at the head of this class, if 12 times elected to public office by ever-growing majorities, and more than once when he was apparently on the unpopular side, is a guide, and most voters will accept it as such.

Germany has backed down on its bluff to the Allied Council when its members announced their determination to employ force—the only argument the Huns have ever respected or ever will respect.

THE "THIRD PARTY."

It requires a very superficial study—perhaps no more than a careful reading of the "keynote" speech of John Fitzpatrick, late associate of "Syndicalist" Foster as leader of the steel strike, to make it plain why the so-called "third party," in process of being formed by the heterogeneous aggregation of radicals in Chicago, will have a very short life and will cut a very insignificant figure in national politics.

Having brought to the forefront in its deliberations and fervid oratory the disciples of almost every radical cult, the outbursts of applause with which Keynoter Fitzpatrick's speech was greeted betray only less plainly than the ranting orator's utterances that this convention of malcontents and political goreheads is so intensely un-American that beyond serving as the occasion for violent verbal outbursts against the established order of things, it will accomplish nothing.

Press dispatches tell us that Fitzpatrick "brought the convention to the highest enthusiasm with a plea that the day would come when the working people of the United States would get together and do a job such as the workers of Russia have done."

This reference was accorded the "biggest demonstration of the day," we are told. Delegates stamped and whistled and when one called for "three cheers for Soviet Russia," they were given lustily.

Fitzpatrick declared that "our own people" are through with existing political parties. He declared that "no free man or free woman can stand for the candidates or platform of the Republican party," neither will any one be found who "will stand for or accept the promises of the Democratic party after the way its representatives have betrayed our people during the last four years."

In the extremity in which "our people" find themselves politically Fitzpatrick pointed the way to "liberty and freedom." "What's our duty as the representatives of men and women and children against the representatives of the greed of gold?" he asked. "Our duty is to proceed immediately, unitedly, to take over the reins of the government of the United States."

The "thunder of foot stamping and cheering" punctuated this portion of the "keynoter's" address. Thus stimulated to further utterance, which lost all semblance of repression, Fitzpatrick reached the climax in these words:

"Russia has created a new government, taking care of the rights of the people in the way Russians want it done. Oh, that the day would come when the working people of the United States would get together and do a job such as the workers of Russia have done."

With such revolutionary principles as the "keynoter" of the so-called "third party" has enunciated, the appeal it will make to American citizens and voters will fall on deaf ears. It will, of course, draw to its standards the disgruntled and dissatisfied, and the apostles of the doctrines proclaimed by men of the Fitzpatrick and Foster type, but so few of these are really qualified a voters that the influence the party will have in the election will not be observable.

ENLARGING SLIGO PLANT.

Interested as Connellsville people are in the revival and uninterrupted progress of the Sligo plant, they will be highly gratified by the information contained in The Courier yesterday concerning extensive improvements that have been planned and are soon to be made. These are to be of such character, and will involve the expenditure of so large a sum, that they will give a new importance to this enterprise as one of the city's industries. The increase of 25 per cent in the productive capacity, and the introduction of facilities that will result in greater efficiency, mean that the tonnage output of the plant will attain a volume that will enable the company to more completely serve the needs of the trade.

The addition of several hundred men to the payroll will be one of the features incident to the plant enlargement which should stimulate the interest and concern of the community in the undertaking. It will scarcely be possible to recruit this number of men from the ranks of workers now resident in Connellsville and vicinity. Of necessity some must come from other points. Every such addition to the population makes for progressive growth, creates demands for the merchants to supply and contributes toward the development of a Greater Connellsville.

The improvements made in the plant within the past two or three years have been the means of swelling the production to three times the original capacity, which will be still further increased after the present plans have been carried out. These include enlarged shipping facilities and the installation of up-to-date machinery. Work on these improvements is to begin at once and will be rushed to early completion in the hope that in the meantime the railroad situation will have cleared sufficiently to insure the regular and steady transportation of raw materials, fuel and finished products, and thus prevent interruptions to steady operation.

The enlarged Sligo will therefore very materially help to realize the very proper ambition we have to make Connellsville of increasing importance as an industrial and commercial center. Self interest, to say nothing of community pride, should, therefore, prompt a continued and, if necessary, a more active cooperation in building up this enterprise.

The selection of the name "Farmer-Labor" party for the conglomeration of radicals constituting the so-called third party is an insult both the farmers and organized labor will very promptly resent. Neither group of citizens has yet subscribed to the freak doctrines set forth by the "long haired and short-brained" disciples of Russianism in America, and they never will.

If Samuel Gompers was in search of a party willing to entertain his "demands," why did he not select the "Farmer-Labor" party in preference to either the Democratic or Republican?

WILL HOLD FAST TO OUR TRADITIONS.

The formation of a third party was foredoomed to failure because there was no reason or excuse for its existence. There is no issue of sufficient importance to enlist the interest and support of voters that has not been fully covered in the platforms of the two great parties. That a few malcontents who are never satisfied with conditions, but have all sorts of theories to propound, should essay the formation of an independent party has been the history of every presidential campaign for generations. At times they have drawn a measure of support from one or other of the great parties, but such instances have been rare and have occurred only when there was widespread demand or sentiment favoring independent action. No such conditions exist at this time. The Republican platform and candidates face foursquare on every issue that can properly or logically come before the people for decision at the polls, hence the failure of the radical elements to create a party that will make any worthwhile appeal for support.

"The Republican party stands before the country upon a platform which is sound and progressive," says Senator Harding in an analysis of the so-called third party movement. "It offers a platform to the voters for their judgment, with confidence that the expression of their judgment will result in victory in November.

"The Republican party this year represents no one faction within a party, no special interest or particular group within our voting citizenship. Rather it calls upon all Americans who love America, who believe in sound and real development to support it. The laboring man who seeks a square deal from a political party will get it from the Republican party; the farmer who is looking for freedom from present income restrictions is promised that freedom and full consideration of the needs of agriculture in the event of a Republican success; the small business man who is suffering from restricted credit, high interest rates and inequitable taxes, may well look to the Republican party to relieve him from the burdens placed upon him by a Democratic administration.

"More than ever, the Republican party this year stands for the Lincolnian principle of government of the people, by the people and for the people, for the good of all the people. It is upon the development of that principle and the interpretation of our platform that we shall make our campaign, irrespective of the plans or the nominees of other parties."

The time has not arrived, and never will arrive, when principles so un-American as those proclaimed by some of the Russianized delegates at the third party convention will gain adherents from the ranks of American voters. The fiasco of this gathering shows that this is still America and that the voters will hold fast to the political traditions which have made us the greatest nation on the earth.

CANDY, SUGAR AND THE SPECULATORS.

While the general impression has been that candy making has taken on a phenomenal growth since the beginning of the World War, and more especially since its close, it has not been suggested that it has assumed proportions entitling it to rank sixth among the industries of the United States. Such is the case, however, according to recently compiled statistics.

Not only has the consumption of candy largely increased in the United States but its introduction abroad by our soldiers has created new markets with a constantly increasing demand. Domestic and export business has more than doubled in volume and it is declared by persons connected with the confectionery trade that the demand is greater than the supply notwithstanding the tremendous expansion of manufacturing facilities. It is also asserted that higher prices are in sight because of the steadily increasing costs of material and labor.

The popular opinion that confectionery manufacturers have had no trouble in procuring sugar in ample quantity and at prices much below those domestic users have to pay, is declared to erroneous. At the recent convention of the National Confectionery Salesmen's Association it was stated that housewives can buy sugar at the grocery stores cheaper than the candy makers can buy it from the refiners. This will be a revelation to the average sugar buyer, but we have the word of the secretary of the association that such is a fact.

According to this official's statements the government allots a certain amount of sugar to be sold to the grocery trade for household consumption and this sugar is sold at retail at a figure fractionally below the figure charged manufacturers. Speculators, this authority declares, are to blame for much of the high prices for sugar. Men who have no relation to the candy business or other industries in which sugar is used buy up sugar in large quantities and hold it for extortionate prices. As a result candy manufacturers are unable to procure as much sugar as they need from the refiners and must go into the markets and dicker with the speculators.

No relief from the present situation is in sight, candy makers assert. The Cuban surplus is now being held by the growers for a price which will mean not less than 30 cents a pound to the candy manufacturer, it is claimed. So far the refiners have refused to pay the price asked by the growers, but the latter are standing firm for about 24 cents, Cuba, which means six cents additional to refiners in the United States. Unless some means can be provided whereby the speculators will be compelled to disgorge the prospects are that consumers of sugar will simply have to continue paying tribute to these profiteers whom the blind obstinacy of the Administration, which refused to secure control of the Cuban crop at a reasonable price, has permitted to wax fat, insolent and domineering at the expense of all the people.

It is a safe bet that Publisher Cox is keeping a more watchful eye on the editorial columns of the Dayton News now than when this publication was urging that "a vote for Wilson is the best means of aiding Germany."

"Ever once in a wuile we miss a nuisance an' find out he's got a p'litical job.

"They kiss like their tongues wuz caught in a bottle," said Ike Lark, as he left a movie the-ater last night.

Since th' saloons have gone all th' sufferin' is caused by incompetent shoe clerks.

Lafe Bud called up his wife this mornin' t' tell her he'd got safely across th' street.

Corn meal applied t' elbows with a stiff fibre brush 'll work wonders.

"Miss Fawn Lippincut says she's goin' t' let her eyebrows grow till we git a Republican president.

Some folks are so poor that they have t' go out t' th' garage t' see what time it is.

A screen door spring is about th' only thing that stays on th' job any more.

Mr. an' Mrs. Leslie Hanger have sold ther home an' put a doorbell on ther closed car.

Mr. and Mrs. Lafe Bud talk some o' spendin' Sunday at home.

Senator Hardin' wuz not born in a log cabin, but he played second alto in a country band.

Th' fact that Governor Cox once got a deworce won't hurt him—kept amongst a few single fellers.

They's no monkey business about a new straw hat—it either makes you look ten times better or a thousan' times worse.

Wane of Radical Labor Views

From The American Metal Market.

It is well to pause a moment and reflect upon the waning of radical labor views. The end of hostilities in the war is now left about 16 months behind and a rough estimate would be that for about the first half of this time red, or radical or bolshevist ideas were growing, while during the second half of the time there has been a waning of such ideas. There have been so many confusing events, and so much confusing talk, that it is difficult off-hand for anyone to set a definite date when radicalism in labor matters was at its peak.

Some people, well enough meaning perhaps, have helped to confuse the aspect of things. They got in the habit of seeing red, and every labor difficulty they promptly regarded as a red uprising, even to the case of the various groups of "outlaw" rail strikers, whose chief thought really was that they were not getting what they had been promised, or what they could get merely by leaving railroad employ and accepting jobs that were offered them in the industries at greater pay. Men who have talked thus have done harm. The people have really been growing saner and better balanced for months, and it is difficult to see how the process can be assisted by calling everything red. The practice appears likely to do harm rather than good.

An idea of the progress of things can be obtained by comparing these rail strikes of the past three months with the iron and steel strike of September 22 last. The agitators who brought about the iron and steel strike preached "down with capitalism" and all that sort of thing. The "organizers" told the ignorant workmen that in future they (the organizers) were going to control employment at the plant, and the workman could protect his job by taking out a union card, cost $3, but the price to be advanced later. In the case of the rail strikes few, if any, agitators could be found at all. In the iron and steel strike there was much excitement about permission to hold meetings, which the organizers claimed the constitution of the United States vouchsafed them the right to do. In the rail strikes there was no discussion about holding meetings. In the iron and steel strike there was much violence and intimidation. If there was anything of that sort in the rail strikes the facts were concealed with an assiduity that one would not expect.

The fact, plain and large enough for anyone to see, is that the whole mass of the people has become better educated. Radicalism and bolshevism have been seen to be calculated to get the supposed beneficiaries nowhere. Strikes have become unpopular, not only with the general public, which always suffers more or less from a strike, but also with the workmen whom the agitators wish to go on strike.

Progress is being made, and has been made for months. The good news should be spread and the progress should be assisted. If anyone insists on talking, let him talk about the benefits of some counsel, not the evils of bolshevism. The American people, traditionally, do not like a grouch but are attracted by that which is progressive and helpful.

The press dispatches chronicle the return of the Assistant Secretary of the Navy to his desk in Washington after a much needed surcease from his onerous duties, but strangely enough nothing was said of the resumption of the anti-H. C. L. and anti-profiteering activities of Attorney General Palmer, a recent sojourner on the Pacific coast.

The discovery that the Czar of Russia is still alive may have come just in the nick of time to give the European diplomats a new sensation or, perhaps, open up a new series of "Willie and Nick" letters.

HAVING HEEDED "HIS MASTER'S VOICE," GOVERNOR COX NOW FACES HIS INQUISITORS.

We have upon no less an authority than President Wilson himself that Governor Cox and he "are absolutely at one with regard to the great issue of the League of Nations," which can be interpreted in no other way than that the leader of the Democratic party's forlorn hope in 1920 has heeded "his master's voice" and has placed himself under the complete dominance and control of the autocrat of the White House. This is the message sent out to a feverishly expectant world from Washington at the conclusion of the "side porch" conference between "two great men" during the restful calm of the morning church hour Sunday.

What the effect of this announcement will be upon the militant hosts of anti-Wilsonian Democrats who defied the power and influence of official Washington, federal office holders and administration supporters, and put across at the San Francisco convention a candidate previously labelled as one who "wouldn't do," remains to be seen. But of the effect upon the Republicans there can be and is no doubt. It means the abject surrender to the President by Governor Cox of the leadership of the campaign. In short, it means that "Wilsonism," and all that it stands for, is to be the dominant issue.

That being the result of the conference the American people have the right to know, as Senator Harding has been prompt to demand, if the Democratic nominee has "taken over the various commitments of the present administration's foreign policy in order to establish harmony between the President and himself?"

"The country is very anxious to know," says Senator Harding, "if an unqualified acceptance of the League of Nations has been agreed upon. If Governor Cox has pledged himself to ratification of the treaty and league without essential modifications; if he has accepted Article X as the 'heart of the treaty,' and that to cut it out 'would break the heart of the world.'"

"The President," Senator Harding further points out, "naturally has stipulated that Governor Cox must assume, underwrite and liquidate all the international commitments in which the present administration has involved itself and the nation. The President could not possibly demand less. A Democratic successor could not possibly demand less because he stands on a platform that makes the same guarantees. It comes, therefore, timely to ask: 'What are the various, mysterious, uncertain obligations to which the President was committed?' Somebody must tell us, because the people are wanting to know.

"There is just one way that one can establish accord between himself and the President—that is by yielding his own opinion at every point to that of the President. When the nominee establishes accord with the President, it means that the latter is in charge of the campaign and will be the real force of the next administration if it is Democratic.

"Therefore, in connection with the announcement of harmony between the President and the Democratic nominee it will be pertinent to inquire the basis of the agreement.

"To these questions the American people are entitled to an answer. They will insist on knowing what they are assuming."

Having heeded his "master's voice," Governor Cox has now no alternative but to answer the pointed interrogatories the people, through Senator Harding as spokesman, have propounded.

Wilson or Cox The Leader?

WASHINGTON, July 15—As the situation is expressed here by anxious Democratic onlookers, Mr. Cox's first round is not to be fought with Harding but Wilson. If the governor thinks the President is going to surrender party guidance because nominally he does not lead it, the governor has another guess coming.

There has got to be a show down and it's coming over the Cox letter of acceptance. The President will insist on freely revising it if he does not determine that he shall write it. He will contend, and rightfully, too, that the campaign must be fought on the achievements and record of the party's administration which was so conspicuous in the war. Its policies and aims in the future must be most forcibly set forth. Who could or should do this better than anyone else?

In the mind of the President, who accomplished the one thing and has planned the other there can be but one answer. Whether it will be given him is worrying those who know the independence of the governor and his wish to write his own message to the people and also the temper of the man who has his hands on pillars of the party temple. Thwarted he might not hesitate to make it impossible for the party to progress if prodded by sarcastic notes from the White House. He is entirely capable of writing them if he discovers the slightest sign that anything save Wilson deeds and Wilson policies is to be advanced or approved in the Democratic campaign following his administration. To ignore or oppose them would bring instant and open disapproval.

"Put suffrage over regardless of party," is Senator Harding's appeal to the legislatures of Democratic states. "Ratify suffrage for the good of the party," is the dictum of President Wilson and Candidate Cox. Some difference in motive, but just the same difference that has characterized the attitude of the Republican and Democratic parties respectively since the enfranchisement of women became an issue.

Senator Harding is making it harder every day for Governor Cox to equip the Democratic jitney with nonpuncturable tires.

With the assistance of the Allied premiers the Germans found "the dotted line" all right.

How unlike the Democratic party is Sir Thomas Lipton. He is unwilling to win on a fluke.

CONVICTIONS UNDER THE LEVER ACT.

The acquittal on a charge of profiteering of a department store firm in Spokane, Wash., during the trial of which evidence was produced showing a marking up of as high as 150 per cent in selling prices, has provoked considerable discussion, particularly in merchandising circles.

The fact that a verdict of not guilty was rendered has, perhaps, occasioned less comment than the enunciation of a principle by the federal trial judge in his charge to the jury. This was noteworthy because it included the instruction, "as a matter of law," that the defendant was entitled to sell its goods on the basis of the actual market value at the time and place of sale over and above the expense of handling the goods and a reasonable profit. The judge further said: "In this view of the law, it would be immaterial what was the original purchase price of the goods, except so far as that question may bear upon the question of market value."

The attitude of the court in this case is much at variance with the view hitherto held by the Department of Justice in its prosecutions of alleged violations of the Lever Act. Instead of making the market value at the time and place of sale the basis, as was done by Judge Rutkins at Spokane, the Department of Justice has adhered to the view that the actual cost of the goods sold, as compared with the price realized, must be considered in determining whether or no there has been profiteering. Thus far the Spokane judge is the only one who has not ruled in conformity with the Department of Justice's view that the cost price is the determining factor.

While attaching considerable importance to the report of its Washington correspondent that the disposition of the Department of Justice is to belittle the salient feature of Judge Rutkins' charge to the jury in the Spokane case, the Dry Goods Economist, the organ of the dry goods trade, concedes that the western court's opinion is binding only within that court's jurisdiction. "Yet," says the Economist, "it is likely to have its influence upon federal judges in other districts before whom cases of alleged profiteering are tried."

If the view of Judge Rutkins is held as sound in law, and another ruling by him is sustained, to the effect that "a man is entitled to the profit on the volume of business he does," without regard to the amount of his investment, it will apparently be impossible to secure convictions under the Lever Act, no matter how flagrant the offense may be.

HIT BY STRAY BULLET

South Connellsville Youth Is Injured While Playing in Yard.

An accidental shooting occurred on Saturday afternoon at 3 o'clock when a stray bullet struck John Wilder, 15-year-old son of John Wilder of First street, South Connellsville. The boy was playing in front of his home when the bullet struck him, imbedding itself in the flesh.

An X-ray picture was taken of the wound by Dr. Sherrick, and the boy is resting nicely at present. It is not known from which direction the bullet came or who did the shooting.

Governor Cox didn't throw any dust in the eyes of either Senator Harding or the farmers when he appealed to the latter's vote by promising, if elected, to appoint "a dirt farmer" secretary of agriculture. Senator Harding's pointed rejoinder, with citation to the history and achievements of Republican secretaries who were real, not professional, farmers, has had the effect, however, of removing the dust from Democratic pretensions of disinterested loyalty to the farmers' interests.

Senator Harding is giving some demonstrations in hard hitting on campaign issues raised by the Democrats.

Will the Democrats utilize the "side door" instead of the "front porch" as their campaign base? Or will reliance be placed upon "the best cellars?"

According to the new order of the Interstate Commerce Commission extending the coal car priority order for 30 days from July 31 an open car is a question of the depth of the sides. This decision will cut deeply into the supply of cars that can be loaded with coal, but open the way for the steel mills to load out more of their products.

Senator Harding is making every day "tag day" for the Democrats by placing the Wilson imprint where it belongs—on the issues the President forced his party's leaders to accept even if he did not induce them to nominate his choice of candidates.

The Frick prize gardeners are giving their annual knockout to old H. C. L.

Governor Cox is right in designating Senator Harding's "front porch" a "listening post." The vigilant sentinel on guard has been alert to detect all the feints and camouflaged movements of the enemy in efforts to fool the voters and he has been quick to sound the alarm—a little too quick, in fact, to suit the strategy of the opposition.

There is nothing quite so conspicuous in the news these days as the absence of all reference to A. Mitchell Palmer, recent candidate for president and fame of several different varieties.

The prediction The Courier once made about Sligo ceasing to be a slowpe proposition is being fulfilled.

Having started divisions in its own ranks the so-called "third party" might as well continue the process until each of the numerous tribes composing the Noah's Ark of cranks becomes a party itself.

Senator Harding is causing acute suffering at Democratic headquarters by his plain statement of plain facts about suffrage.

Apparently Uniontown is both willing and glad to remain on the fast dwindling list of "Carnival Towns."

Editor Sturgis is to be congratulated, and Senator Harding commended, for the discretion the latter has shown in choosing a brother of the craft to fill the important and honorable place of Presidential elector in the 23rd Congressional district.

The Car Situation.

Johnstown Democrat.

If all the box cars have been sent to the wheat belt and all the gondolas to the coal regions, the things resembling cars that stand on sidings throughout the country must be ghosts.

Looking Backward

News of the Past Condensed from the Files of The Courier.

FRIDAY, JULY 16, 1880.

The apple crop promises to be the best we have had for many years.

The correct census shows that Connellsville has 1,013. Fifteen persons living in this borough are over 8 years of age.

Engine 723 is testing a patent spark arrester. The contrivance certainly spoiled the looks of the locomotive but is said to do good work.

J. Oscar Meckbee, formerly clerk at the Yough House, leaves for San Francisco to take a position in a wholesale spice establishment.

Quartermaster J. A. Loar of Mount Pleasant, has been promoted to be captain and commissary of the Tenth Regiment, succeeding Captain Lloyd Johnston of this place, resigned.

On account of the dull season Baltimore & Ohio railroad shops at this place, are now on eight hour time.

Mrs. Elizabeth Johnston, wife of John R. Johnston, dies. She was 5 years old.

Henry Scritchfield of Springfield township, is killed when lightning strikes a tree under which he had taken shelter during a thunder storm. He was 60 years old.

Amzi Beall of Fayette Works, who has been sick for the past year, is now able to leave his room.

FRIDAY, JULY 18, 1890.

Detailed report of the Connellsville coke trade for the week ending July 12, shows a total of 15,174 ovens in the region, of which 12,264 are in blast and 2,910 idle, with a total estimated production of 116,827 tons.

Town council after being in a deadlock for five months has been organized. J. D. Stillwagon is elected clerk. L. P. Norton is elected borough treasurer. Borough Engineer Samuel Foust is re-elected.

Brakeman Worth Francis is badly cut about the head and shoulders in a wreck on a Baltimore & Ohio railroad near Carrie Furnace. Engineer George Wallace is also seriously hurt.

Greensburg's court house is to be condemned and a new one erected.

Connellsville citizens are kicking because of the short water supply caused by the dry spell.

Marriage licenses are issued in Uniontown as follows: Frank D. Mason and Lou C. Horell, both of Bridgeport; John Echart and Barbara Brobel, both of Trotter; Thomas H. Hall and Betty Bryson, both of Stewart township; Jacob K. Shipley and Emma Smalley both of Stewart township; James F. Laughead and Harriet A. Underwood both of Scottdale; John J. Rankin and Clara Shindler, both of Connellsville; Harry O. Wood and Mary M. Christopher, both of Bridgeport; William O'Donnell and Elizabeth Spring, both of Smithton; William L. Gow and Elizabeth Derby, both of Layton; Charles E. Rinehart of Connellsville and Ella Egan of New Haven; George H. Mathias and Mary Janes, both of Dunbar.

The school board is having a brick gutter laid around the Fourth ward building.

New Haven school board is having water placed in all the rooms of the schools.

Albert Smith and Miss Sarah Johnson, both of this place, are granted a marriage license in Cumberland.

Frank Hicks falls from a wagon of Contractor J. R. Balsley and the wheels pass over his body. He suffers no injuries.

The foot passenger addition to the suspension bridge has been declared unsafe and has been boarded up at each end.

FRIDAY, JULY 20, 1900.

Detailed report of the Connellsville coke trade for the week ending July 14, shows a total of 20,420 ovens in the region of which 16,099 are in blast and 4,321 idle, with a total estimated production of 168,066 tons.

Invitations are issued for the wedding of Miss Louise Blackstone Johnston of this town, to Rev. John Calhoun of Philadelphia, formerly of this place. Miss Louise Torrence will be maid of honor. Master Montgomery Dilworth and Miss Elizabeth Borland, the latter of McKeesport, will be flower boy and girl.

Thomas Dolan, a charger employe at the old Anchor works of the Cambria Iron company, near Dunbar, falls beneath a larry and is so badly hurt that he dies at the Cottage State hospital.

John Woodward, a Baltimore & Ohio fireman, is seriously injured when he falls under the engine unknown to Engineer Smith who starts to back it up. Woodward has his left foot caught and badly crushed and his hip is badly crushed.

Marriage licenses are issued in Uniontown as follows: John H. Rhodes of Coolspring and S. Ellen Cunningham of Fairchance; William Casteel of Scottdale and Florence E. Oaks of Everson; John W. Ghrist of Dunbar township and Margaret F. Patterson of Connellsville township; Frank Gober of Smock and Mary Claven of Leith; Joseph Faris and Dori Sinlay, both of Broad Ford.

John Davidson, Sr., 83 years old, dies at his home in East Fayette street.

Mrs. Lena Pressock, 67 years old, dies at her home in Cummings avenue. She was the wife of Henry Pressock.

THURSDAY, JULY 14, 1910.

Detailed report of the Connellsville coke trade for the week ending July 9, shows a total of 39,454 ovens in the region of which 29,465 are in blast and 9,989 idle, with an estimated production of 350,993 tons.

It is expected that the glass plant of Ripley & Company, South Connellsville, will begin operation about the middle of September.

Postmaster A. E. Kurtz receives a letter from Washington, approving his recommendation for increases in the salaries for local mail carriers.

John Darby, 91 years old, dies at his home in Lemont. He was born in Connellsville.

Miss Anna Hahn of the West Side, and John H. Mills are married in Cumberland.

The merchants' annual picnic will be held August 24 at Kennywood park.

Albert Minerd and Bessie Cosgrove, both of Dunbar, are granted a license to wed in Uniontown.

Contractor Bernard O'Connor has been awarded the contract for grading the new West Penn line from Leisenring No. 1 to Uniontown.

Who Has Told the Truth?

Manufacturers Record.

During the early days of Mr. Wilson's illness his physicians and the White House authorities constantly insisted that he was not seriously ill and not in any danger. But Homer Cummings, as temporary chairman of the Democratic Convention at San Francisco, made the statement in his address that for weeks Mr. Wilson was lying at the point of death.

Somebody has been lying. Was it the doctors and the White House authorities or was it the temporary chairman of the Democratic Convention? If the chairman was telling the truth, the doctors and the White House authorities committed an unpardonable sin against the American people and against Mr. Wilson himself when they so persistently denied there was anything critical in his illness. If they told the truth, then Mr. Cummings committed a still greater crime against the American people when he used such a statement in order to denounce the opposite party.

PLANS FOR WEST PENN PICNIC ARE BECOMING SHAPED

Details Already Outlined Indicate Outings This Year Will Exceed Those of Past.

TWO "BIG" DAYS, OBJECT

Efforts Being Made to Have Crowd at Gathering on Tuesday as Large as That Which Will Attend Thursday; Committees Hold Meeting Today.

The annual West Penn employes' picnics at Oakford park, August 10 and 12, promise to be even more successful than usual this year, which is saying a great deal. The committee in charge is now working out the details and meetings will be held at Connellsville every Thursday until everything has been arranged. The second is scheduled for today.

The program will include speeches, a children's carnival and baby contest, baseball and other sports, the company section, N. E. L. A. election and other events. Transportation will be free, special cars having been arranged for from all points on the system. Baskets of refreshments will be brought by the picnic groups but coffee and ice cream will be supplied free. Dancing will be free. The park concessions will be available at reduced rates.

There will be the same attractions on both days and it is expected to divide the attendance so that nearly the same number will be on hand each day. The idea that "Thursday is the big day" will not be true of this year's outings. Both will be big days. The Pittsburg office employes will attend on August 10. They will go to Irwin by rail and thence to Oakford on special cars.

The N. E. L. A. election will be especially interesting as ballots will be cast for 16 members who will go to the Bedford Springs convention of the Pennsylvania Electric Association, September 9, 10 and 11. A spirited contest for this honor is anticipated.

Company section officers for the ensuing year also will be elected and this, too, will mean much campaigning as the organization will be divided into parties, each with its platform and candidates.

The children's carnival, always one of the big events of the picnics, will be in charge of P. T. Kamerer and William Alt, with a score of women to assist them. W. S. Anderson will be master of ceremonies, a position he has filled very capably for several years past.

One feature of the sports program will be a baseball game between the Pittsburg office team and the Connellsville power house nine. The crack Springdale team, which leads the Allegheny Valley minor league, will probably be matched with another company club.

For the convenience of [redacted] with children, a large tent [redacted] a number of cots is to [redacted] a convenient place in the [redacted] tendants on hand to [redacted] tots who are taken there [redacted] afternoon nap, thus permitting the mothers to enjoy the day to the utmost.

GOING TO EUROPE

Number of Local People Expect to Sail For France This Month.

Miss Nanna Hood, who has made her home with her uncle and aunt, Mr. and Mrs. C. F. Hood of Isabella road, for the past nine years, will sail from New York on July 28 for LeHavre, France, then to Paris, where she will make her home with her aunt, Madame Martha Dulcos. Other Connellsville folks who are planning to go abroad are Mr. and Mrs. John Curry, Sr., and Mrs. Katherine M. Wallace and son, Augustus. Mr. and Mrs. Curry will sail from New York July 31 for a two months' visit with relatives in New Castle-on-the-Tyne. On July 21 Mrs. Wallace and son will sail from New York and at Bologne will be met by the former's son-in-law and daughter, Mr. and Mrs. Andre Salmont. From there the party wil go to Paris where Augustus Wallace will attend a school of illustration and designing.

Alexandria and Madeline Johnston, small grandchildren of Mr. and Mrs. Samuel Johnston of Butz Mon., the former a brother of Mrs. J. M. Reid of West Peach street, accompanied by their governess, Miss Foss, will sail from New York on July 24, to join their father, H. H. Johnston, a representative of the Electric Submarine Boat Building company in Holland. The children were to have visited Mrs. Reid on their way to New York, but word received yesterday stated that they were unable to make the stop over in Connellsville.

INJURED IN WRECK

William Bergino, Baltimore & Ohio Brakeman Suffers Broken Nose.

William Bergino, of this place, a brakeman on an extra westbound Baltimore & Ohio freight train, was slightly injured Tuesday morning when the train buckled near Ohiopyle. Conductor Hudleston and E. E. Coldown, flagman, both of Cumberland, and other members of the crew suffered minor injuries.

Bergino suffered a broken nose and lacerations about the forehead. Dr. Taylor, of Ohiopyle, rendered first aid. The injured man was brought to the Cottage State hospital. In the accident the caboose was thrown from the track and two cars were upset.

Crops Coming Slowly.

Lima Beans and tomatoes are reported to be coming on very slowly. Both of these vegetables will be late, it is predicted.

Advertise in The Weekly Courier.

GRANGERS PICNIC WILL TAKE PLACE AT DAWSON, AUG. 28

Annual Outing Will Be Held at Fair Grounds; Exceptional Program Arranged.

At a meeting of the Grangers of Fayette county, held Saturday at the home of M. E. Townsend, of Smock, Saturday, August 28, was determined on as the date for the annual outing to be held at the Dawson Driving park. The Grangers also organized for the ensuing year.

Plans for the picnic, which the Grangers desire to be the largest ever held, were announced. The best of speakers will be there for the occasion. John A. McSparran, master of the Pennsylvania State Grange, will be present.

An invitation to attend the outing is extended the public. The affair will be in the form of a basket picnic. The plans for the day are practically complete and the program is being drawn up. The following committees are in charge:

Speakers—J. O. Strickler, J. B. Henderson and S. S. Shaffenberger.

Music—William D. Hixon, George W. Strickler and William N. Gaskell.

Grounds and privileges—John C. Blaney and J. H. Landenberger.

Advertising—A. J. Wolf, Albert Staub and R. H. Brown.

Transportation—R. F. Hutchinson, W. G. Ruse and John Moreland.

Program and amusement—J. B. Cunningham, James G. Robinson, H. G. Colbert, S. S. Shaffenberger and Lloyd Kropp.

Organizing for the next year the Grangers elected M. E. Townsend of Smock, president, William N. Gaskell, Grindstone, vice president, Jesse O. Strickler, Smock, secretary, and J. B. Henderson, Vanderbilt, treasurer.

ESTABLISHES RULING

First Deputy Attorney General Defines Withdrawal Act.

HARRISBURG, July 14.—An opinion, rendered today to the secretary of the commonwealth by Robert Gawthrop, first deputy attorney general, establishes a ruling for withdrawal of candidates nominated under the Act of 1919.

Some questions arose over apparent conflict between sections of the 1919 statutes and other nomination laws and Judge Gawthrop said "it is reasonably clear that the legislature of 1919 had in mind the prohibition against withdrawal from nomination by candidates nominated under the non-partisan act of 1913, and that 'manifestly the purpose of the legislature in passing the latter act was to establish again that uniformity in the law which had existed prior to the passage of the non-partisan act by prescribing that all persons nominated for offices may withdraw in the manner described.'

"In conclusion it is held a person nominated under the act of 1919 and for whom nomination petitions were filed with the secretary of the commonwealth may withdraw up to 50 days before the election, where in cases of those for whom petitions were filed with county commissioners, at least 25 days prior to the election are required."

AUTO GOES IN RIVER

Joseph Rhodes Is Injured In Accident At Guard, Md.

Joseph Rhodes, 24 years old, son of Henry Rhodes, a former merchant of the West Side, who now resides in Washington, was seriously injured when an automobile which he was driving ran over a bank and into the river at Guard, Md., on Monday. Rhodes was taken to "Jean's Delight," Chris Wagner's cottage, and put under the care of Dr. A. A. Jacobs of Somerfield.

Rhodes had been visiting at the home of his father-in-law, A. J. Butermore of Lincoln avenue and Saturday had gone to Guard to camp. He was driving his machine up a steep hill when the engine stopped and he got out to investigate the trouble. The brakes slipped and the machine started down the hill. Rhodes jumped in the car and tried on the brakes which caused it to skid and swerve sidewise over the bank. It fell about five feet into the Yough river. George Blair of the West Side, another occupant of the car, rescued him.

MATTHEWS REUNION

Gathering Will be Held at Shady Grove Park on July 29.

The 15th annual reunion of the Matthews family will be held at Shady Grove Park, Thursday, July 29. All the members of the families and their friends are invited to attend the reunion. The committee in charge of arrangements expects to make the reunion this year a record one.

The officers of the family are Thomas H. Matthews, president; Reuben N. Matthews, vice president; Charles Rishell, second vice president.

The committee on arrangements for the reunion will be as follows: Dennis Matthews, Jr., William Stevenson, Charles Rishel, Paul Crawford, Smith Matthews, Herbert Matthews, Robert Matthews, Charles S. Woods, William P. Matthews, Mrs. William Stevenson, Mrs. John Smitley, and Mrs. John Woods. This committee will meet at Shady Grove on July 18th to make final arrangements for the gathering.

NEW BRIDGE AT MOYER

Structure Going Up Alongside Old One; Badly Needed.

A new bridge is being built at Moyer to replace the old structure now in use. Traffic is still being handled over the old bridge and the new one is going up alongside it.

The new bridge has been badly needed for some time as heavy traffic over the old one frequently broke it down and tied up the highway.

COPPERHEAD SNAKE BITES GIRL TWICE ON HER LEFT ANKLE

Attack Takes Place at Her Home Near McCoy's Springs; Removed to Hospital.

On the 14th anniversary of her birthday, Miss Blanche Pirl, daughter of S. M. Pirl, farmer at the J. L. Stader farm at McCoy's Springs, was severely bitten twice on the left ankle by a copperhead snake last night. The reptile attacked the girl near her home and got away before it could be killed.

A physician was immediately summoned and dressed the wound. This morning Miss Pirl was admitted to the Cottage State hospital for further treatment. Her condition has not changed.

BUYS PARK EQUIPMENT

Manager Bert Miller Making Shady Grove More Attractive.

Bert Miller, manager of Shady Grove park, has purchased the equipment of Wheeling Park, Wheeling, W. Va., and is having it shipped here immediately. He expects to have several new attractions operating at Shady Grove by the first of August. Some of the equipment, however, will not be used until next season.

Among the equipment bought is a large steel circle swing. It is 70 feet high and has six boats. A big merry-go-round, one of the late up-to-date models, will supplant the small temporary one now in use. The organ has been sent to the factory to be refitted.

A fun house will be included in the equipment to arrive here for immediate use. Two hundred park benches will not be available until next summer. J. A. Kirschner, for 14 years the ground keeper at Wheeling park, has been engaged to work at Shady Grove next year.

Manager Miller has also bought material for a winter garden at the park during the cold months. He contemplates removing the orchestra pit which will give 12,000 square feet of floor space. A sum of $500 will be expended in interior decorations.

TRAIN HITS AUTO

William R. Wilson, the Driver, Veteran of War, Is Killed.

William Ralph Wilson, of Uniontown, aged 28, a World War veteran, who was officially listed as dead in the casualty lists, was instantly killed and his body badly mangled Wednesday afternoon about 3:40 o'clock when the automobile in which he and a party were riding was struck by the Fairmont afternoon train at Oliphant crossing. The other members of the party leaped to safety and Wilson was about to make the jump when the crash came.

The car was struck twice before it was finally ground to scrap iron. Wilson, unable to leave the car as hastily as the rest, remained in it when it was ground beneath the engine. His head was crushed, the neck broken and the body mangled. Wilson was apparently unable to see the oncoming train as this crossing is flanked on both sides by a grade. The engineer is reported to have sounded his whistle and applied the brakes, but too late and the engine crashed into the automobile. Wilson's body was taken to Sharp's morgue at Fairchance and prepared for burial. No funeral arrangements have been made.

VICTORY MEDALS

For Marines Will be Issued Not Later Than October.

Victory Medals in commemoration of the World War will be issued not later than October 1 to ex-members of the Marine Corps. Following the delay in securing the proper ribbon and dies it was found that the Marine Corps could not begin its distribution until the Army's needs had been provided for.

In addition other battle clasps and citation stars authorized by the War Department a considerable proportion of the Marines, having served with the Navy both ashore and afloat, are entitled to other marks authorized for certain services by the Navy Department. Accurate lists of all men who are entitled to battle clasps, citation stars and to the insignia authorized by the Navy Department will be issued as early as possible to all posts and recruiting stations of the Marine Corps.

Men who are entitled only to the medal and ribbon will not be shown on these lists, but will be issued the medal and ribbon on presentation of their discharge certificates at posts and recruiting stations. Marines who are entitled to both the medal and any of the insignia authorized by the War or Navy Departments will be carefully accounted for on the lists.

NEAR GUN DUEL

Negro Pulls Revolver on Turner But Officer Uses Own Weapon.

An exciting pistol duel came near being enacted last night in the store of Jesse Cypher on Pittsburg street between a negro and Patrolman D. H. Turner of the police force.

Turner noticed the two negroes buying cartridges in the store and he decided to keep an eye on them. When they came out of the store he demanded to know if they were carrying arms. While he was speaking to the one negro the other darted back into the store, Turner pursuing him. The negro seeing that he was cornered pulled a gun from his pocket but not before Turner had already drawn his revolver and had it leveled at the fellow, demanding him to throw away his gun.

He was taken to the city jail where Constable Rottier made information against him for carrying concealed weapons.

Subscribe for The Weekly Courier.

SOUTH SIDE RESIDENTS PLAN ACTION AGAINST SUNDAY COAL HAULERS

Persons residing in South Pittsburg street and Cedar avenue are very much provoked that the quiet of Sunday is being broken by the rumble of heavy coal trucks past their homes. Seeing no necessity for this activity on this day they are counseling among themselves with a view to taking steps that will put a stop to the practice.

Just what form their protest will take has not been decided, but it is certain the aggrieved citizens will give expression to their very pronounced disapproval of this form of Sunday labor.

SECOND REUNION OF 80TH DIVISION, RICHMOND IN SEPT.

Thousands of Veterans of "Blue Ridge" Unit to Gather Near Where They Learned Fighting Game.

RICHMOND, Va., July 17.—The second annual reunion of the 80th, or "Blue Ridge" Division, veterans will be held in this city September 4, 5 and 6. The dates correspond almost to a day to the arrival, three years ago, of the first groups of selected men from Pennsylvania, West Virginia and Virginia, who trained at Camp Lee for battle effectiveness overseas.

The veterans' association of the division, which made an enviable record for achievement against the Germans, was formed while the men still were in France, and, since their return to civil life, has grown to conspicious proportions. At present there are approximately 17,000 men on the membership rolls, each of them having seen active service under Maj. Gen. Adelbert Cronkhite, who is to attend the first reunion. Only former members of the division are eligible for membership, and it is expected that between 6,000 and 8,000 will participate in the drive to Richmond for the first annual reunion.

Extensive preparations are being made for the entertainment of the men and for affording them accomodations at minimum rates while in the city. Business sessions, at which the association's organization on a permanent basis is to be perfected, are to be short and snappy. Picnics and a big ball at one of the Richmond armories are to afford the best of which Richmond is capable of producing, while minimum railroad rates and the billeting of visitors in especially arranged dormitories will reduce expenses to the lowest possible figure. Committees of the association, with those representing the Richmond post, already are busily engaged in perfecting these details.

The men themselves now are voting on the advisability of parading over a short route, while a memorial service, at which United States Senator Carter Glass, of Virginia, who had a son with the 80th, is likely to be the principal speaker, will be a Sunday feature. Saturday evening, September 4, will be devoted to the reunion of smaller units within the division.

PLENTY OF MUSIC

Among the Features of the Sixth Annual Fair at Dawson, Sept. 14-17.

Nirella's band, the Westinghouse quartet and Miss Clara Hahn, soloist, have been engaged for the entire four days of the sixth annual Dawson fair, September 14-17. Nirella's band needs no introduction, while Miss Hahn's ability is well known to many music lovers in this community. The Westinghouse quartet is composed of four of the best singers of popular songs who have appeared at amusement parks near Pittsburg this season. They feature out singing, using huge megaphones to carry their voices to the audience.

This excellent musical program is but one of the many features of this year's Dawson fair. The musicians and singers will, as usual, occupy the stand immediately in front of the grandstand.

The fifth annual live stock judging contest for boys and girls of Fayette county will be held at Dawson, Tuesday, September 4th, the first day of the fair. Boys and girls between the ages of 14 and 20 are allowed to compete and may secure application blanks from the Fayette Farm Bureau, Uniontown.

BELL WILL PROBATED

Estate Valued at $2,500 is Bequeathed to Widow.

The will of Robert Bell, late of Mount Pleasant township, was probated in the register of wills office at Greensburg Tuesday afternoon. The estate is valued at $2,500 and Elmer E. Bell is the executor of the will. The estate was bequeathed to the widow, Minerva Bell, with the exception of the parlor furniture and sewing machine, which have been bequeathed to Clara G. Bell, a daughter, after the death of the widow.

It was the request of the testator that the title to the homestead shall remain in the family as long as possible.

KILLED IN AKRON.

Mt. Pleasant Youth Caught Between Rolls at Rubber Plant.

Frank J. Kanitsey, 19 years old, of Mount Pleasant, was killed Friday at Akron when he was caught between the rolls at a rubber plant. He is survived by his parents, Mr. and Mrs. John Kanitsey; six brothers, Walter, Andrew, Joseph, Paul, Stanley and John, and five sisters, Mrs. Kate Prezinski, Clara, Mary, Anna and Frances. He was a graduate of the Mount Pleasant high school, class of 1918.

His body was brought to the family home at Morewood, in charge of Funeral Director Julius Reichman.

AUDIT OF DUNBAR TOWNSHIP SCHOOL DISTRICT IS FILED

Report to Prothonotary Shows Financial Condition to Be in Excellent Shape.

RESOURCES EXCEED DEBTS

Liabilities Total $70,500; Total of Resources is $328,880, An Excess of $257,880; School Is Among Finest In the Entire State.

DUNBAR, July 17.—The auditors' report of the school district of Dunbar township, filed Saturday with the prothonotary, shows the financial condition of the district to be excellent, and the property of the district increasing in value.

Dealing with figures reaching into hundreds of thousands, this township surpasses many counties in the United States, employing almost 100 teachers to teach more than 3,000 pupils. These teachers were paid last term the sum of $71,817.37, and the coming term the amount will hardly be less than $80,000. The term, which heretofore has been eight months having been increased to nine months.

One item of expenditure that will meet the hearty approval of the patrons of the schools is that the transportation of pupils. Before last term the directors had paid a part of the transportation and the parents of the pupils were obliged to pay the remainder. Too many of them took the latter alternative, but last year, on recommendation of the superintendent, the board wisely decided to pay all the necessary transportation charges so that all patrons would be on an equal footing, having really a free education. The patrons as well as the board will be gratified to know that the entire charges for the term were only $4,366.23, a merely nominal sum when shared alike by all taxables.

Another item in the report speaks well of the proficiency of Tax Collector J. B. Senor. The tax duplicate for 1918 has been settled in full. The duplicate for 1919 was $102,291.05. Of this amount Mr. Senor had collected before October 1, 1919, the time it was payable at the face, $80,000. Since that time he has paid $10,500, leaving due July 1, 1920, $12,874.10.

A summary of the finances of the township will be of interest to all, so they are given in full:

Resources: cash in hands of treasurer, general fund, $3,014.08; sinking fund, $2,274.97; balance due on 1913 tax duplicate, $12,874.10; balance due from state, $5,217.50; valuation of school property, $305,000, making the total resources $328,380.65.

The liabilities are: Loan from Union National bank, $3,000; bonds outstanding, $67,500; total liabilities, $70,500; resources in excess of liabilities, $257,880.65.

The sinking fund shows a balance last year of $3,349.97. During the year $10,000 was added, making a total of $13,349.97. During the year bonds to the amount of $7,500 were cancelled, and $3,578 in interest paid on outstanding bonds, showing the amount paid out $11,075, leaving in the fund $2,274.97.

HURT IN AUTO ACCIDENT

James Burkett of Broad Ford and Three Others Injured.

James D. Burkett of Broad Ford and three other men were injured about the head and body Friday night when the automobile in which they were returning from Uniontown was wrecked near the head of North Gallatin avenue. The machine was swerved to one side of the road to avoid a collision with another car coming out of the Oliver No. 1 road. It struck a concrete wall and went over an embankment.

All four men were thrown out and received injuries. The car was badly damaged. It was brought to a local garage today. The injured men were attended by a Uniontown physician.

Burkett purchased the car only a few months ago. It was a Hupmobile. The names of the other occupants of the car could not be learned.

BODY LEAVES FRANCE

Parents of William J. Flynn Notified It Will Arrive August 2.

The body of William J. Flynn, who died January 27, 1919 in Germany, will arrive in New York on August 2 and will be shipped home immediately, according to a telegram received from Washington by the young man's parents, Mr. and Mrs. Thomas Flynn of North Third street, West Side.

The deceased was a member of Company G, Second Ammunition Train, Second Division, and was serving with the Army of Occupation at Coblenz, when he was stricken with pneumonia. He was removed to the American hospital at Coblenz, where he died. He was one of the most widely known young men of Connellsville.

BISHOP PARTY.

Making Progress Toward Its Western Destination; Now in Arizona.

The arrival, a few days ago, of the Bishop party at Springerville, Arizona reminded "Billy" that it was from that point on Christmas day, 1914, he sent The Courier a telegram that the Bishop-Sweeney party was "stuck in the mud."

From this point the route will be through the Petrified Forest, up the Grand Canyon to Flag Staff.

Returns to Work.

A. H. Shaffer foreman of The Courier job department, has returned to work after a several weeks' illness.

MRS. WALLACE TURNS OVER FUND OF $1,000 RAISED BY HER FOR VOLUNTEER FIREMEN

A complete list of the persons and firms which contributed towards the $1,000 donated to the volunteer firemen to defray expenses to the annual convention, being held this year at Chautauqua. The money was raised by Mrs. Katharine Wallace under agreement that no more carnivals would be brought here by the firemen.

The contributors follow:

Arcade theatre and Orpheum theatre, $100.

Wright-Metzler company and the Aaron Furniture company, $50.

Sugar Bowl and Olympia confectioneries, $40.

H. Kobacker & Son, Tri-State Candy company, Zimmerman-Wild company, Joseph Soisson Fire Brick company, Boyts-Porter company, Anderson-Loucks Hardware company, F. W. Woolworth company and Connellsville Drug company, $25.

H. O. Keagy, Tangretti & Funari, Manhattan Cafe, Carrie J. Stader and Crawford Motor company, $15.

C. E. Schmitz estate, Hooper & Long, W. N. Leche, Bisel & Company, Laughrey Drug company, A. Gandolfi, Brownell Shoe company, Westmoreland Grocery company, Michael Hurley estate and the F. T. Evans estate, $10.

The Bazaar store, N. E. Ellis, John B. Skinner, Wertheimer Brothers, A. A. Clarke, A. M. Silverman, A. Shalala, Watson & Good, O. H. Silcox, R. C. McCormick, S. M. Levy, Oppenheim & Gioghiotti, Cucco & Pepe, Nemi Joseph, A. B. Kurtz, Gust Karabatsos, S. Grodzin, A. S. Silcox, Charles C. Mitchell, Fred F. Schmitz, Chicago Dairy company, W. Sollers, R. S. Trenberth, Stauffer's Book store, Crowley-Mestrezat company, Max Levine, J. E. Sims, Artman & Work, Rackoff Brothers, L. H. Elpern, A. W. Bishop, W. Krampe, D. J. Agby, C. M. Hyatt, Connellsville Mine & Supply company, J. R. Davidson, Freed-Grim Music company, D. Sinclaire, Frank Holleran, Shuster-Gormley company, Cash, the Horner company and W. F. Frederick company, $5.

Alex Chinn and Z. Melnick, $3.

Goldsmith Brothers, M. Levinson, Charles Cuccos, Charles Ford, E. J. Enos and Dave Cohen, $2.

A. M. Picks, P. Matucco, O. S. Gettys and John Joseph, $1 each.

BISHOP POST TO GIVE CONNELLSVILLIANS AN OLD FASHIONED PICNIC

Oakford Park the Place, August 25 the Time; Biggest Event of the Kind Ever Held Is Promised.

Milton Bishop Post No. 301, The American Legion, has assumed the responsibility of giving the people of Connellsville an outing which will take the form of an "old fashioned picnic" to be held in Oakford Park, Wednesday, August 25.

In preparation for this event, which promises to be quite the biggest of the kind ever held, a special committee consisting of Dana Wright, Percy Sheetz, Harry Mason, Charles McCormick and Lawrence Moorman has been appointed for the purpose of conferring with the merchants of the city with a view to securing their co-operation and interested support. Request will be made that business be suspended for the day in order to provide an opportunity for everybody to take in the picnic.

The general committee, appointed at the last meeting of the Bishop Post, consisting of Carl T. Floto, Dana Wright, Percy Sheetz, Harry Mason and Frank McCairns, will have charge of the affair. Special committees will be selected shortly to provide the features and arrange all the details. A complete program will be worked out which will insure a day of enjoyment, entertainment and recreation for every person present. Something will be doing every minute of the day, from the arrival of the first to the departure of the last car.

MANY ENJOY CONCERT

First Open Air Treat Attended by Several Hundred.

Music lovers of Connellsville and vicinity were given a rare treat last Friday when the Connellsville Military band under the direction of John E. Gaster, leader, gave its first open air concert of the summer season on the vacant lot, opposite the Crawford school building on North Seventh street, West Side. The concert attracted a large crowd from the East and West Sides and every number of the delightful program was thoroughly enjoyed. Mr. Gaster and his talented musicians were at their best, a more entertaining musical program having not been rendered by the popular band for so emtime.

A cornet solo, "Aquarella," by William S. Zelenka of Mount Pleasant, and vocal solos by Philip Callaghan of Phillips were pleasing features of the concert, both receiving generous applause. The most popular number rendered by the band was "Don Quixote."

PLAYGROUND REPORT

Treasurer of Committee Shows Expenses For Month Are $141.

The treasurer of the playgrounds committee of the Woman's Culture club has submitted an expense account for the first month's operation. The account also includes the salary of the instructor and is given as $100. The items are as follows: Rope, pullies and locks, $4.48; flag pole, $6; flag, $1.75; card catalogue, $2; first aid outfit, $12; sand, buckets and shovels, $5.06; two tons of sand, $10; making a total of $141.29.

Mrs. R. C. Lyon made a contribution of $2 to the fund and promised a like amount to the treasurer each month as long as the grounds are in operation. The expenses of the playgrounds will be published semi-monthly.

Miss Crawford Brought Home.

Miss Anabelle Crawford, who was seriously injured by a runaway automobile during January has been brought home from St. Joseph's hospital at Pittsburg. Miss Crawford was struck by the car of Dr. Sherrick when it got away on Apple street without a driver.

SMALLPOX PATIENTS TO REMAIN AT "Y"; RESTAURANT TO OPEN

Arrangements Will Be Made With Board of Health to Have Thorough Fumigation.

The Baltimore & Ohio Y. M. C. A. will remain the quarters of the four smallpox patients isolated there at the present time. This was determined Friday night at a meeting of the directors of the Baltimore & Ohio Y. M. C. A. Notwithstanding the fact that the association is suffering a heavy loss due to the closing of the restaurant and dormitory, it is felt that the welfare of the men comes first and they shall remain at the "Y" instead of being isolated in a tent.

The action of Assistant Secretary Allen P. Richards in volunteering to remain with the sick men was commended. Richards, although not required to do so, remained with the victims and is now also isolated in the building. He was in charge at that time, Secretary W. F. Underwood being out of the city.

Arrangements will be made with the board of health to have the restaurant fumigated and all utensils sterilized early next week. That part of the association will then open for business. All the employes of the place were vaccinated on the night of the outbreak of the disease.

Those present at the meeting of directors were G. W. Campbell, W. N. Leche, E. W. Horner, L. E. Henkinson, G. W. Tipton, H. L. Cordrey and Secretary W. F. Underwood.

CARPENTER CAR LOCATED

Paige Machine of Local Man, Stolen July 2, in Illinois.

H. L. Carpenter, manager of the Tri-State Candy company, whose Paige automobile was stolen on July 2 from the garage of John Rhodes on the West Side, received a telegram last Saturday from Bridgeport, Ill., asking him if his machine had been stolen.

The telegram read: "Has your car been stolen; if so, any reward; holding car with your license number; answer." The case is in the hands of an insurance company.

Seven Discharged; Three Held.

Seven of the 10 employes of the Baltimore & Ohio railroad yards who were charged with tampering with an inter-state shipment of wine going through here were dismissed at a hearing before Commissioner Roger Knox yesterday in Federal Court in Pittsburgh. The other three were held for grand jury.

PROVIDE A SAFE SHELTER FOR YOUR FAMILY

What would happen to your family if you were taken and didn't have a dollar?

Sympathy of friends is all very well, but the safest shelter for those depending upon you is a substantial bank account.

Better save a little as you go along. Even if you outlive your family, your own old age must be provided for.

Liberal Interest Paid at this strong bank.

FIRST NATIONAL BANK

129 W. Crawford Ave., Connellsville.
"The Bank That Does Things for You"
Checking Accounts Invited.

THE UNION NATIONAL BANK OF CONNELLSVILLE, PA. (WESTSIDE)

SAVING MAKES IT EASIER

to overcome difficulties and in meeting unforseen emergencies.

Prudence shows that it is advisable to have an account with the Union National Bank.

3% Interest Paid on Savings Accounts.

Union National Bank
CONNELLSVILLE, PA.

CITIZENS CHARGE LAXNESS OF SMALLPOX QUARANTINE AT BALTIMORE & OHIO "Y"

Assert Attendant and Patients Should Not Be Allowed to Stand in Entrance.

RESTAURANT TO RE-OPEN

The Baltimore & Ohio Y. M. C. A. restaurant is undergoing a thorough cleansing and fumigation preparatory to re-opening this week. The place has been closed since the discovery of smallpox among the occupants of the dormitories.

Considerable complaint has been made by residents of the city against what they term a lax quarantine. The chief complaint is against the opening of the door on the street entrance and allowing the guard there to talk with the attendant. Citizens contend this should not be allowed as the nurse is in contact with the diseased men.

Another instance of the laxness of the quarantine was cited yesterday when one of the patients, I. W. Browning, stood just inside the open door and conversed with friends who were at the edge of the curb, that space being marked off by a rope.

While it has been stated that Browning and Griffith, who are allowed the freedom of the building, are only held for observation, each having previously shown symptoms of the disease, the other patients were so ill they could not be moved. To allow the men's nurse to come to the door and sit within two feet of the guard, who resides at his own home, is a condition which should not be tolerated.

No new cases have been reported to the board of health, and it is reported that the men at the "Y" are progressing nicely.

BROWNSVILLE FIRE DESTROYS GARAGES; DAMAGE IS $15,000

Two Trucks and Two Automobiles Consumed in Flames Believed to Have Been Incendiary.

Fire believed to have been of incendiary origin, early Monday morning destroyed two garages, two automobile trucks, two automobiles and damaged a third, with a total loss of $15,000 at Brownsville. The flames were discovered about 2:30 o'clock but owing to the inability to get a telephone operator on the line, had a good start before the arrival of the fire department.

The fire started in the garage of Joseph Grasher at the corner of Fourth avenue and Spring streets. The flames spread to the garage of Frank Pishoney, but he succeeded in getting the building emptied before it was destroyed.

A truck of the West Penn market was burned as was one belonging to Grasher. A new Dodge automobile, delivered only a week ago to Frank Chalfant, was consumed in the flames. A Ford sedan, the property of J. A. Huggans, was also destroyed.

On informing his uncle, Squire Fred Chalfant, of his loss, Frank Chalfant learned the squire, unknown to him, had insured the machine.

A car owned by W. F. Kaiser, who has a garage on the opposite side of the street, was damaged somewhat when the engine stalled while he was backing it into the street to remove it to a place of safety. The heat from the flames blistered it.

AIRPLANE DAMAGED

Plane Broken When It Descends After Engine Dies.

The Smith Brothers airplane which has been making flights above Connellsville met with an accident near Trotter Saturday and the aviator had to descend to the ground. The three feed pipes that run from the gasoline tank to the engine became clogged suddenly due to inferior gasoline and the motor died. C. S. Santymeyer was a passenger in the plane with Captain Smith and Lieutenant Williams, who arrived in this city Saturday.

In order to save the passenger, who sits in the front seat, the aviators came down in a way that smashed the plane on one side and broke the propeller. Had the aviators known that Santymeyer had had 40 hours' experience in the air during the war they could have taken a different method of descending and saved the plane taking the chance that their passenger would retain his nerve. Believing that Santymeyer was enjoying his initial flight they took the safest course and they landed safely at the expense of damaging the machine.

Captain Smith announced this morning that a new plane would be purchased from the Curtiss company at Buffalo, N. Y., and be brought here.

DEATHS INVESTIGATED

Coroner's Jury Gives Verdicts in Two Westmoreland Cases.

The deaths of John Henry Slacker, 33 years old, and Karol Sorosky, 40 years old, both of Mount Pleasant township, were investigated Friday by Coroner James Harkins of Westmoreland county.

The jury found that Slacker, who was killed while riding on a motor at the Uledi mines, had been trespassing without the consent of the owners. The other verdict was that Sorosky died of acute alcoholism.

Completing First Car.

Vance Surmo, an official of the Paragon Motor company, has gone to Cleveland to supervise the completion of the first car. The car was to have made it's appearance earlier, but on account of shortage of material and it's being held up in shipment it has not been fully completed.

"STAND BY PLACE IN WHICH YOU WERE BORN AND REARED"

Is the Kind of Loyalty Our Sons and Daughters Need, Says Rev. Scott.

HELP MAKE CITY GREAT

By Joining in a Common Task to Realize a Common Purpose and Ideal So That Each Will be Proud of the Old Home Town and Live by That Ideal.

In his sermon, "What Makes a City or a Nation?" Rev. Francis J. Scott, pastor of the United Presbyterian church, made an appeal for young men and women "to stand by the place in which they were born," and have prominent place and laid emphasis upon "a unity of purpose and a great magnificent loyalty" as making for the finest ideals of citizenship.

Selecting as his text the passages contained in Psalms 33:10 and 12—"The Lord bringeth the counsel of the heathen to nought; He maketh the devices of the people of none effect," and "Blessed is the nation whose God is the Lord; and the people whom He hath chosen for His own inheritance," Rev. Scott deduced from the changes that have taken place in the number and character of our country's population that "we are less a nation than we were 100 years or more ago, because the influx of emigrants has nearly destroyed the unity of race, custom and tradition. By the very nature of things we are not now a nation in the real sense of the word, the elements in our country are too diverse to become just now willing to be molded into one national substance. That is our problem and at the present time is greater than any other problem. We have come out of the war with a sense of a great need, and we have not yet discovered what that need is."

The elements going to make a nation Rev. Scott enumerated as follows: "A common history, a common purpose and a common language." Instead of these we have "different ideals, traditions, conceptions and habits and have not been welded into one homogeneous mass. Our country's supreme task is to give to our people a common interest and hold before them the kind of a nation we want and how to get it."

In the development of one homogeneous mass of individuals Rev. Scott regards "a more simple loyalty to country" as the first fundamentals. "What value," he asked, "is your home if you are not willing to protect it; if you are not willing to stand by it and relieve it from disaster and deliver it from danger. Until we are willing to defend our neighbor's home, and he ours, we are not neighbors at all; we are only two individuals." This principle should be acted upon by states in their relation to each other as part of "a program of national interest," the speaker said.

To achieve the end of a common language Rev. Scott suggested "a great program in our educational system in both schools and colleges, whereby "a single subject or group of subjects is taught to all."

With the essentials of a common purpose and a common laguage "then Americanism will permeate the being of every true American; the whole country will revolutionize itself and then will America know what Americanism is."

Declaring that the same fundamental principles which make a nation uderlie the making of a city, Rev. Scott asked:

"What have we in this town of ours? We have a great number of individuals of different kinds and classes and from different countries. Before we can become a city we must make of these people one homogeneous mass. We must give to the inhabitants of the city a common task with a common purpose which must be to mould and influence the life of every individual. This, as yet, has not been seen. I have failed to discover a common purpose. We seem to be only a city in name, not in reality. There is no evidence of a city spirit. And what do I mean by that?

"This city is made up of groups and factions envious of each other, working for their own individual group interests. There must be laws out of which there shall grow one common purpose and ideal around which the people may rally.

"The need of this great body of men and women is to cultivate a common working purpose and ideal so that each citizen will become proud of the place in which he lives and will continue to live according to that ideal; to develop that hearty spirit and loyalty which will bring into operation those powers which are conducive to that ideal; to develop that something which will stir our souls to produce our finest types of men who will give their very best to this community. That is the thing we need, so that when the children grow up with their minds cultivated they shall not seek to go elsewhere but shall stay in the city where they were born and help to make it great.

"I have respect for the Mayo brothers, the great surgeons who, when invited to go to a larger city to practice, replied: 'This is our town, where we were born and where we will stay, and we will put our town on the map.' That is the finest thing that could come from any individual.

"What is needed in Connellsville is that kind of loyalty which will cause our sons and daughters to stand by the place in which they were born and reared. A unity of purpose and a great, magnificent loyalty to country will make for the finest ideals.

"The test of it all lies in what you a common history, a common language and a common ideal. What will you will do tomorrow, and what you will do the next day to give your country do to make this a real city?"

Coal Freight Rates

EFFECTIVE JULY 1, 1918.

TO EASTERN POINTS. Rate per Gross Ton of 2,240 lbs.	ORIGINATING DISTRICT. Connellsville Westmoreland Pitts'bg	Fairmont	G'burg	Latrobe
Baltimore, Md.	$2.60	$2.45	$2.30	$2.20
Chester, aP.	2.70	2.55	2.40	2.30
Harrisburg, Pa.	2.20	2.05	1.90	1.80
*Johnstown, Pa.	1.30	1.30	...	...
Lebanon, Pa., P. R. R. and P. & R.	2.50	2.35	2.20	2.10
New York, N. Y. (57th St.)	2.50	2.65	2.50	2.10
New York, N. Y. (Sklyn)	2.90	3.75	2.60	2.50
Philadelphia	2.50	2.46	2.30	2.20
Sparrows Point	2.60	2.45	2.30	2.20
Steelton, Pa.	2.20	2.05	1.90	1.80
South Bethlehem, Pa.	2.70	2.55	2.40	2.30
Syracuse, N. Y.	2.70	2.55	2.40	2.30
To ATLANTIC PORTS via P. R. R.				
Greenwich, local	2.35	2.20	2.05	1.95
Greenwich, export	2.20	2.05	1.90	1.80
South Amboy, F. O. B. vessels	2.55	2.40	2.25	2.15
Harsimus Cove	2.60	2.45	2.30	2.20
Greenville	2.60	2.45	2.30	2.20
Canton, Balto., local	2.25	2.20	2.05	1.95
Canton, Balto., export	2.13	1.98	1.83	1.73
To ATLANTIC PORTS via B. & O.				
St. George Coal Piers	2.30	2.65		
St. George for Export	2.45	2.30		
Philadelphia Coal Piers	2.35	2.20		
Philadelphia, for Export	2.20	2.05		
Curtis Bay Piers	2.35	2.20		
Curtis Bay for Export	2.13	1.98		

*The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is $1.40 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Suterville, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS.	Pittsburg Group (1)	ORIGINATING DISTRICT Upper C'ville (2)	Lower C'ville (3)
Rate per Net Ton of 2,000 lbs.			
Canton, O.	$1.35	$1.41	$1.50
Chicago, Ill.	2.45	2.45	2.45
Cleveland, O.	1.45	1.51	1.60
Columbus, O.	1.50	1.60	1.70
Detroit, Mich.	2.05	2.05	2.05
Indiana Harbor, Ind.	2.45	2.45	2.45
Toledo, O.	1.90	1.90	1.90
Youngstown, O.	1.05	1.12	1.30
Lake Ports	1.30	1.36	1.45
TO CANADIAN BASING POINTS:			
Port Maitland, Ont.	1.75	1.90	1.90
Buffalo, N. Y.	1.75	1.90	1.90

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the Tariff naming the rate in question.

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to, but not including Brownsville on the Pittsburg, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburg, Virginia & Charleston except Brasnell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

WILL PROBATED

Property of Mt. Pleasant Man Valued at $4,000.

The will of Richard Stahl, late of Mt. Pleasant, was probated in Westmoreland county courts. To Dorsey Morrison the testator bequeathes the sum of $200; he directs the executor to sell his household goods and other personal property and add the proceeds to the estate, all of which is bequeathed to his sister, Mrs. Emily Ebersole, at whose death the remainder goes to her children, William and Francis. Eugene Warden is named as executor and the will was written June 8, 1920. The estate is valued at $4,000.

INTEREST IN DRIVE

Campaigners Will Be Guests At Dinner On Friday.

The Connellsville lodge of Elks and many local business men met in the city hall last night and formulated plans for the coming Salvation Army drive that will be staged in this section during the latter part of this month.

A dinner meeting will be held next Friday in the Elks' home. At this meeting final instructions will be given to the captains of the teams and their workers. In addition to large subscriptions the Army is desirous of having every individual in this territory subscribe something.

The Grim Reaper

FRANK P. COCHRAN.

Frank P. Cochran, 68 years and two months old, a well known resident of the West Side, died Monday morning at 9:23 o'clock at his home in North 11th street, West Side. His condition had been serious for about three weeks. Mr. Cochran was born in Lower Tyrone township, May 1, 1852, a son of the late Sample and Caroline Strickler Cochran, who at their time were among the best known residents of that community. He was reared on a farm in Lower Tyrone township and in 1886 he moved to Broad Ford, residing there for nearly 10 years. From there he moved to the West Side, then a part of Dunbar township. Later he returned to the farm in Lower Tyrone township and continued to reside there until his return to the West Side about seven years ago. Mr. Cochran married Miss Ella Knotts of Greene county, who with one daughter, Mrs. Ida Richter, Star Junction, and Harry, a son, at home, survive. Two brothers, John Cochran of Layton, and M. B. Cochran of Connellsville, also survive. The deceased was a member of the Hickory Square Methodist Protestant church and was very well known at Dawson. Of late years he followed the carpenter trade.

MISS MARY McCLEARY.

Following a lingering illness, Miss Mary McCleary, 16 years old, daughter of Mr. and Mrs. Dominic McCleary, died Sunday morning at her home, 108 Tenth street, West Side. The deceased is survived by her parents and the following brothers and sisters: James, of the West Side; Veronica, Catherine, Joseph and Alice all at home.

JOSEPH FIERSCHNALLER.

Joseph Fierschnaller, 65 years old, a well-known farmer of Bullskin township, died Sunday at his home near Mount Olive. He was born in Austria, locating in the coke region about 15 years ago. His widow and two sons, Frank, of Greene county, and Joseph, at home, survive.

MRS. AGNES POLLACK.

Mrs. Agnes Pollack, 40 years old, of Footedale, died Saturday in the Uniontown hospital of complication of diseases.

MRS. ANNE S. LEVY.

Mrs. Anne S. Levy, wife of Bennett Levy, prominent in Jewish circles of Pittsburg and a widely known charitable worker, died Sunday afternoon at her home in Darlington road. The deceased was a sister of Mrs. Alfred J. Kobacker of Columbus, O., formerly of Connellsville.

MISS MABEL JOHNSON.

Miss Mabel Johnson, 19 years old, died at her Main street home in Mount Pleasant at 8 o'clock Friday morning. She is survived by her parents.

Funeral arrangements will be announced later.

JOSEPH ADAMS.

Joseph Adams, eight years of age, died of cholera infantum on Friday at the home of his parents at Star Junction. Funeral services will be held tomorrow at 3:00 o'clock at his home. Interment will be made in the St. John's Roman Catholic cemetery at Perryopolis.

BETTY LORAIN KEARNS.

Betty Lorain Kearns, four months old, daughter of Homer R. and Gertrude Schobert Kearns, died Tuesday afternoon at the family residence in North First street, West Side. The body was removed by Funeral Director Charles C. Mitchell to the residence of the deceased's grandparents, Mr. and Mrs. W. H. Schobert, 603 McCormick avenue, where funeral services were held Thursday at 4 o'clock. Rev. J. H. Lambertson, pastor of the Methodist Protestant church, officiated. The interment was made in Hill Grove cemetery.

MISS ETHEL MAY METZ.

Miss Ethel May Metz, 21 years old, died Wednesday at her home at Curfew, near Perryopolis. The deceased was the daughter of Mr. and Mrs. James Metz and was very well known in the community where she resided. Her parents and one brother, Clarence Metz, survives.

ELIJAH SHIPLEY.

Following a lingering illness Elijah Shipley, 86 years old, died Wednesday at his home in Uniontown. He served as a cook during the Civil War and was in the service for three years. His widow and three children survive.

MRS. MARY DIANNA PIERSOL.

Mrs. Mary Dianna Piersol, 83 years old, widow of James B. Piersol, died Monday night at her home at Bentleyville. Two years ago she suffered a stroke of paralysis from which she never fully recovered. Mrs. Piersol was born at Star Junction and resided in Fayette county until 1895 when the family moved to Bentleyville. Three sons and one daughter, Warren, Jacob and Miss Anna Piersol, all of Bentleyville, and George Piersol of Washington; two brothers, Jacob Wolfe of Vanderbilt, and George Wolfe of Virginia, survive. Mr. Piersol died in 1905. Mrs. Piersol was very well known in and about Connellsville. She was an aunt of Holland Piersol of the West Side. Mr. Piersol, accompanied by his wife and son, Curtis, and Mrs. Bowman Cook attended the funeral held Wednesday afternoon at the family residence. The interment was made in Bentleyville cemetery.

MRS. MAY HANAWALT.

Mrs. May Hanawalt, 50 years old, died Tuesday night at midnight at the home of her sister, Mrs. Oliver B. Higbee in Lower Tyrone township. Mrs. Hanawalt had resided in California state for the past four years and had been at the Higbee home for two months. She was born and reared in Lower Tyrone township and was a daughter of the late Mr. and Mrs. Daniel Strickler, who at their time were among the best known residents of the township.

JACOB HUDSON.

Mrs. J. C. Hunter was called to Hazelwood Sunday by the death of her father, Jacob Hudson, a well known Baltimore & Ohio engineer of Glenwood. The deceased is survived by his widow, four sons of Hazelwood and two daughters, Mrs. J. C. Hunter of Connellsville and Mrs. M. R. Felter of Crafton, Pa.

MRS. CHARLES E. WILSON.

Following a lingering illness, Mrs. Marie Priscilla Miller Wilson, 44 years old, wife of Charles E. Wilson, of the firm of Wilson & Wishart, well known merchants of Dunbar, died Tuesday afternoon at her home in West Green street. The deceased was born at Smithfield, June 1, 1876, and was well and favorably known in Connellsville and Dunbar having moved here from the latter place. In addition to her husband she is survived by three children, Estella Mae, Charles Donald and Adele Marie Wilson, all at home; her mother and stepfather, Mr. and Mrs. D. H. Baer of Smithfield, and one brother, C. W. Miller of Fresno, Cal.

The deceased was a member of the Baptist church of Dunbar, corresponding secretary of the Philip Freeman Chapter, Daughters of the American Revolution, and a member of the Woman's Culture club.

Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-at-Law. Office, Suite 1109 Park Building, Pittsburg, Pa. Telephone 1942.

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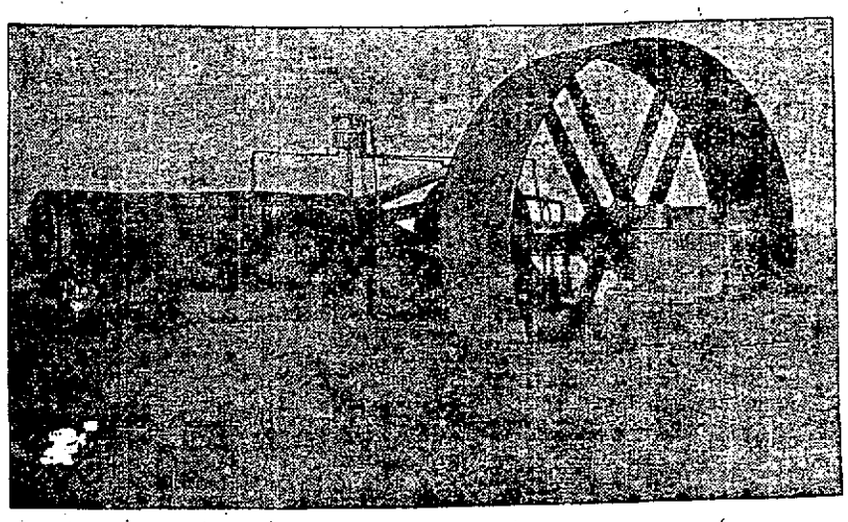

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